

Wigton Motor Club Ltd

Start Line

Issue: 09/16

www.wigtonmc.co.uk

September 2016

Fantastic Classic Weekend



Motor Sport for All

Diary

Club events over the next month or so

September Pub Run

Start at Penrith Rugby club - 6.45

Approximately 50 miles

Food £5.50 at the finish

Entries to Ruth Ricketts on: ruthricketts@hotmail.co.uk

WIGTON MOTOR CLUB LTD

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Talking Point

Topical comment from the world of motoring

If you enter the word “club” into a dictionary it will come up with something on the lines of “a group of people coming together to share a common interest”. Hopefully that is what WMC is but sadly clubs of all types are dying out, whether it be sports clubs, leek clubs, rabbit breeding clubs or social clubs. Some years ago Sport England came up with the term “providers” to cover all those who organise events, whether it be clubs or commercial organisations.

Motorsport and classic tours have seen a huge rise in commercial activities, sometimes at the expense of club events, in recent years. All the longer regularity events are commercially run and many race series are run for profit while the number of outfits that prepare and run cars in rallies and races seem to increase each month. This is all very well for those with the funds to spend on their pleasures and say do their motorsport on an “arrive and drive” basis but ultimately the marshals who actually make these events happen are volunteers.

In days gone by the social aspect of motor clubs was a big part of the hobby, indeed your main way of getting to know what was happening or had happened was by going to the club nights. For all sorts of reason that does not happen now as the internet gives instant news and social habits have changed. The danger is that, as many clubs have discovered, you simply run of volunteers organisers and marshals.

WMC have been lucky to have a strong social aspect to our events, the fact that the Maryport autotests have the use of a unit and loos, means folk gather before, for lunch and after the event. We have also had an annual training event which has a coffee, lunch etc where everyone gets together. The historic and targa events also have a good social aspect with breakfast, lunch and dinner included. Our grass autotests are lucky to have wonderful food supplied by the land owners families. Our touring events are again very social and this brings people together.

Marian Sloan is our new social secretary and she is keen to build on this platform with social weekends at events and regular social gatherings. Ultimately our Club, or indeed any club, is about getting together for good company and enjoyment of our common interest. Please support the events we have planned like the Hog Roast, and let Marian know of any other types of events you think we should be running over the winter. Hopefully the Steve McQueen film will finally be released.

The Awards Dinner is already booked and we have a very entertaining guest speaker already sorted but I will leave it to Marian to announce details!

GTF



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Classic Column

Cumbria Classic & Motorsport Show 2016 Award Winners

Award	Number	Car	Owner
Class A 1st	24	Bentley Speed Coupe	A. Gibbs
Class A 2nd	8	Alvis	Ian Smith
Class A 3rd	23	Talbot 20/60	A. Gibbs
Class B 1st	1	MG Magnette ZA	S. Wallace
Class B 2nd	10	Rover 90	C. James
Class C 1st	13	AC Ace Bristol	P. McNair
Class C 2nd	7	AC Aceca	M. Mansergh
Class D 1st	18	Triumph TR4A	N. Adkins
Class D 2nd	2	Sunbeam Alpine	M. Harrington
Class E 1st	1	MG C GT	A. Ingham
Class F 1st	6	Renault Dauphine	B. Davidson
Class F 2nd	8	Ford Anglia	G. Wright
Class F 3rd	11	Rover 2000 TC	B. Gill
Class G 1st	6	MG B Roadster	R. Little
Class G 2nd	12	MG Midget	B. Phillipson
Class H 1st	2	MG B GT	J. Nelson
Class H 2nd	1	MG B GT V8	G. Stephenson
Class I 1st	15	Ford Escort	A. Davis
Class I 2nd	29	Austin 1300 GT	C. Jarvis
Class I 3rd	31	Ford Consul	P. Loveridge
Class J 1st	22	Porsche 664	M. Moore
Class J 2nd	4	Porsche 944	G. Bateman
Class J 3rd	13	MG R V8	P. Everett
Class K 1st	27	VW Golf GTi	S. McAffie
Class K 2nd	10	Vauxhall Nova	C. Hall
Class K 3rd	1	Citroen 2CV	M. Bobbitt
Class L 1st	13	Land Rover Series 1	P. Loveridge
Class M 1st	6	Home Made Tourer	A. Fawcus
Class M 2nd	9	Pilgrim Cobra	M. Askew
Class N 1st	3	BMW Isetta	T. Castles
Class P 1st	4	Ford Focus RS	D. Bell
Class O 1st	1	Maserati 420	A. Cranley
Class Y 1st	1	Peugeot 205 GTi	R. Moore
Clubs 1st		Skoda Owners	
Clubs 2nd		Land Rover Series 1	
Clubs 3rd		Riley MC	
Car of the Show	E1	MG C GT	A. Ingham

PG Tips

Following on from last month's ramblings about getting rid of the Citigo and buying an Alfa Romeo GT, I have concluded that all Alfa Romeo GTs are now ruined. I've been to look at a few GTs and 147s all of which have been described in fairly glowing terms and in full working order. Unfortunately most have had a list of faulty items, dents, scratches and knackered suspension. One which was described as having full service history had none. The car salesman apologised and said the person who traded the car in never sent it to them. He then went on to say how bumpy the roads were locally (Manchester, and not nearly as bumpy as West Cumbria) as we set off on a short test drive which was punctuated by loud knocking noises from the front suspension! A private seller with a 'fully working' 147 told me that the parking sensors did work but he hadn't had time to connect up the small speaker in the boot lid which emitted the beeping noise. When I pointed out that meant they didn't work, he answered quite seriously that they did, they just couldn't be heard! I would have laughed if I hadn't wasted so much time on jalopies. So I am still driving the Citigo and still keeping my eye open for the last good GT or 147.

In other news I've been on holiday to Boston in the US and was looking forward to seeing some weird and rubbish US cars with big V8 engines in them like I remember seeing 20 years ago when I last had a proper visit there. I was to be sadly disappointed because they've all gone, or at least they have in that area. The Japanese manufacturers seem to have quite a share of the market with Toyota, Honda, Nissan and even Subaru being extremely common. Most are the same type of cars you see here although Honda confusingly badge a lot of their cars as Acura – which is their upmarket 'brand' – however this badging isn't applied particularly universally as I saw Accords badged both as Acura and Honda. There were also lots and lots of Kias and Hyundais, in fact my brother in law has a Kia and got a very good deal on it as the Koreans try and gain a good foothold in the US market.

Recognisably US cars were few and far between. There were a lot of Fords and Chevrolets but of the same type as you can get in the UK. Cars branded as GMC and Buick mostly appeared to be re-badged Vauxhalls/Opels. The only noticeable differences for me were the plethora of pick-ups and the lack of Audis. For me this was a good thing – being an Audi-phobe it was good to drive on roads that weren't clogged up with white A1s and A3s! In fact it was a surprise how few Audis there were coming from west Cumbria where every 4th car is one. There were quite a few BMWs and Merces but probably a lot less than I see on an average day in Cumbria. The pick-ups were something else – double cab monsters mostly, sometimes with huge wheels and tyres, occasionally with double rear wheels and nearly always sporting a V8 with a proper burble to the exhaust. The Chevrolet Silverado was one of the larger more popular varieties and from what I saw, has stayed exactly the same for many years with some having serious rust and age about them, whilst other nearly identical ones were shiny and new. Even Toyota have got in on the big pick-up market and had a double cab monster whose name escapes me, that was similar in size to the Silverado.

Given my interest in cars I was quite excited about getting a hire car and although I couldn't afford a V8 pick-up I still imagined I might get something interesting and American, particularly as I was renting from a small local firm in a bit of a dodgy town called Lawrence not too far from where my sister lives. Guess what I got.....can you? Not an Oldsmobile, or a Pontiac, not even some weird version of a Vauxhall or Ford.....nope....I got a Toyota Corolla, a beige metallic automatic 2 litre Toyota Corolla saloon at that. Very disappointing which also sums up the performance of the engine but not the longevity of the car which was at least 10 years old and had 170,000 miles on the clock. Every panel had a mark on it and it was far from pretty but it did just work. No suspension rattles, no creaking trim, no odd handling characteristics – it just drove. I guess the Corolla explained a lot of the reasons why the Japanese have taken over the US market, boring, sturdy reliability - certainly a far cry from Alfa Romeo GT/147s!

Due to house renovations and holidays my Skoda Rapid restoration has once again gone on the back burner and even Snotty hasn't turned a wheel in a few weeks. I have entered Harewood in September though....so I need to try and find the keys before then! They must be somewhere in the house or garage.....and I don't have a full spare set !

Social Scene

Forthcoming events on the social calendar – put them in your diary!

Motoring Quiz and Hog Roast at Gilcrux Village Hall – Saturday November 12th 2016

It's always a bit of a dismal month, November, so how about joining us for a motoring quiz followed by a Hog Roast, prepared for us by Lindsays of Cockermouth? The event will be held at Gilcrux Village Hall starting around 7pm on Saturday 12th November and the price will be around £10 per person. There will be a vegetarian alternative if you would prefer.

A bit of fun is guaranteed! More details to follow in next month's Start Line or contact me by email to add your name to the growing list

Awards Night 2017 – advance notice!

Another highlight of WMC's social calendar is Awards Night and 2017's event will take place at the Skiddaw Hotel in Keswick on Saturday 21st January 2017. Our guest speaker this year is a welcome return to Kirk Rylands who is looking forward to keeping us all entertained with his many motoring anecdotes.

Further details will follow in future issues of Start Line.

Social get-togethers – what do you think?

We are always looking for new ideas for club social events throughout the year. Is there something which you would like to organise, or help organise, and which may interest fellow members, especially over the winter months? Our Wednesday evening pub runs over the summer are always well attended - maybe a Sunday morning run to a local pub or hotel to catch up with friends over lunch, and home before dark, might be appealing? I would be delighted to hear any suggestions you may have – please get in touch!

Cheers!

Marian (mazsloan1@outlook.com)

Memberships

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

Maggy Bateman 016973 49919 wmcmemsub@outlook.com

Solway Classic Weekend

October 15th/16th

Cumbrian Canter

Saturday October 15th

A gentle tour around north Cumbria

Solway Historic & Targa Rallies

Sunday, October 16th

Final round of the Gates Tyres Historic Awards

Cumbria Classic & Motorsport Show



IS WRC TAKING A WRONG SLOT?

Anyone who like me watched the TV coverage of Rally Finland (still The 1000 Lakes to those of us of a certain age) can't fail to be impressed. The speeds were fantastic, the highest in the WRC, cars flying over the infamous jumps in the air for a few hundred metres at a lot more than 100mph.

Impressive! But hang on a minute. Spectators were only a few yards away. And as a friend of mine said at these speeds an accident would take a LOOONG time to end.

Crowd control on rallies has improved remarkably over recent years, but not everywhere. A friend whose job takes him to many events tells me that on Eastern European events spectator control is more or less non-existent.

Next year WRC cars are to become quite a lot faster. Like that's needed? More power, more aerodynamics, more money. Toyota are coming back and I'm told will happily sell examples of their new car to "satellite" teams for 1 Million Euros per car + VAT. Then there's the spares of course.

Am I sounding old (probably) if I say this can only end in tears. When cars are too fast for the roads they compete on this is normally the way. Let's look at the history. Most recently Group B rally cars were banned in the 1980s after accidents in which spectators were killed by an errant Ford RS 200 in Portugal, and the immensely talented Henri Toivonen and his co driver Sergio Cresto perished in a Lancia Delta S4 on the Tour de Corse.

History, if you're interested, teaches us some lessons, or it should. Try these for size:

1903 Paris – Madrid Road Race

Long distance road racing was becoming popular, and seen by infant manufacturers as a great way to publicise their products. However it was impossible to control crowds over such long distances, and as almost all roads were unsurfaced dust became a major problem. This race was to be made up of 3 legs, Paris-Bordeaux (552km), Bordeaux-Vitoria (335km), and Vitoria-Madrid (420km). Just think about 350 miles over dusty roads in a 1903 car?

Inevitably there were accidents, sadly involving spectators as well as competitors. In the end 3 spectators and five competitors died, but over 100 watchers were injured. Result was the race was stopped at Bordeaux, and no open road race was allowed in Europe until the 1927 Mille Miglia in Italy (see below). The conclusion from an official enquiry was that the cars were simply far faster than the roads had been designed for.

1955 Le Mans

The worst disaster in motor sport history. Figures are still disputed, but around 85 spectators died and well over 100 more were injured when the Mercedes 300 SLR of Pierre Levegh hit another car (I'm not getting into who's fault!) and was catapulted into the crowd.

Mercedes withdrew from motor sport for many years, all racing was banned in most of Europe for some months, in Switzerland that ban remains to this day.

The official enquiry said that there was no doubt, the accident was the result of the cars simply being quicker than the track was designed for. Sound familiar?

Mille Miglia 1957

If you're not familiar with the Mille Miglia, mug up now. Simply a road race over 1000 miles of Italian public roads. Started in 1927, by 1957 was being contested by cars ranging from standard Fiat Topolinis (500s) to Ferraris and Maseratis capable of 200mph. Towards the end of the race Spanish nobleman Alfonso de Portago in a works Ferrari was close to a win. Only 40 miles from the end in Brescia a front tyre punctured, driver and co driver perished in the resulting accident, as did ten spectators including five children.

Result was that the then Pope accused Enzo Ferrari of murder, and the Mille Miglia was never allowed again. The Italian Government said the cars were simply too quick for the public roads.

Sound familiar?

So now WRC cars, which I think are already too fast for the roads they compete on, are to become faster. Nonsense I say, and if you learn from history, this can only result in the restriction, and perhaps

end, of the sport many of us love. And why?

I never drove beyond the Escort RS 1600/2000 era, but watched for many more years. After Group B was banned, Group A was as good (my opinion) to watch. Were less cars sold? I doubt it. Did manufacturers spend less? I think so.

So what should happen? Make the cars slower if you want the sport to survive. Ban the aero, standard bodies. That will also limit wheel sizes. Then have one tyre manufacturer (works in F1) and MUCH harder compounds. This will dramatically reduce grip, and costs. Also make it possible for us to use UK forests for a while longer. After that reduce the power to say 200 bhp. With less grip from hard narrow tyres that should still be interesting for those driving and watching.

Paul Gilligan
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A Great Show!



What a great Cumbria Classic Car Show, even the weather turned out sunny for much of the time and the threatening rain clouds we had in the morning disappeared although I gather there couldn't have been much rain left in the sky after the deluges on Saturday's run.

I am always amazed at how much work all the organisers and marshals put in, not only at the show but in the days weeks and months leading up to it. The organisation appears to be seamless to an outsider but no doubt many varied problems arose and were solved but it never showed at all.

Thank you to everyone who helped in any way, what a great effort and hugely enjoyed by everyone.

It is fantastic to see not just older classic cars that have been fastidiously restored and worth a fortune now but youngsters enjoying more modest cars that in years to come will be classics in their own right.

Who would have considered an Austin Allegro would have ever become classic. There are so few left that those that are now command eye watering money for their rarity value.

Great to see also that cheap cars like older MX5s can compete in events and win, so making motorsport very affordable to a great number of people and the autotest obviously showed how good some people are in their car control. A cheap day out and a lot of fun so the future looks good for motorsport in general although rallying is feeling the pinch due to escalating costs.

Historic hill climbing is alive and well, lots of people were telling me they are heading up to Boness near Edinburgh on 3/4th September for the Revival Hillclimb and classic show which this year is bigger than ever and has a new longer track than before.

Many Wigton Motor Club people are entered so look up Boness revival website for full details and why not make a weekend of it as the Falkirk wheel, Bo'ness steam railway and many other attractions are in the locality in addition to the motorsport events.

Hope to see you there.

Keith Thomas

Branthwaite Autotest



Many of the major national car events now seem to include food and music. Not to be outdone by this the annual Branthwaite Autotest included some of the finest chocolate and lemon drizzle cake in the country. Mary and Paul eat your hearts out!

Anyway, I digress, 30 competitors turned out for the event. As I may have mentioned previously, the one good thing about Willie and Angela organising this is that they are not partaking and hence winning. So was there a chance of a podium place? Looking around things

looked promising until some of the later arrivals appeared, namely the Iveson family (Rob has previously won here) Jack and Stephen Palmer (Top competitors and organisers) + Mark and Robert Messenger (Always well up the score sheet with their 1700cc Fiesta).

Four nice wide open tests had been laid out, each to be run twice. The first two were run side by side and both cars started by our very own grid girl, Marion Sloan. The temptation here is to glance across to see how your rival on the neighbouring test is performing and in doing so, loose your concentration, guess how I know this!

So with no wrong tests, just the odd clattered cone for the top ten or so drivers, things were fairly tight. I did witness Mark Messenger getting way too over enthusiastic and slide over the stop astride line – I felt very sorry for him as you can imagine - actually I laughed! That little faux pas probably allowed his son Robert to leap frog him in the placings.

All this was done and dusted by 8.30pm and even Angela was surprised by her own efficiency. We then moved to the next field where a trials hill climb course had been laid out. John Hunter

may not have done particularly well in the Autotest but his 50+ years of experience and the little Austin 7 showed us all how to complete this as if it was a Sunday afternoon saunter.

It was good to see a few new faces and some of the new-er Autotesters climbing up the table. It is also great to be at an event that attracts 17 – 70 year olds and cars as diverse as an Austin 7 and a Citroen C1. Mr Spreadsheet, in the form of Graeme Forrester totalled up the results and unusually I had managed a clean round and finished at the top. Followed by Robert Messenger, Rob Iveson and Mark Messenger, Peter Wright

in the Mini finished fifth – he needs to be watched in the future! As usual, the rear wheel drive cars struggled on the grass, we have heard all the excuses before, too wet, too dry, too much grass, cow muck etc.etc. Despite all that John Holliday in the very clean Midget took the chocolates home for first in this class.

I wasn't going to mention the hot dogs for fear of 40 competitors turning up next year but thanks must go to both organisers, chef Ann, land owner Andrew and all the other marshals and assistants.

Steve F



Gates Tyres Northern Historic Rally Awards

Round 5, Blue Streak Targa Challenge Rally, August 14th.



As the 2016 WMC/Gates Rally Challenge moved beyond its mid-point, attention turned to the terrain to the north and east of Carlisle for Spadeadam Motor Club's Blue Streak Targa Challenge Rally. Eight historic and six Targa competitors from the WMC/Gates Challenge presented themselves for scrutineering together with numerous other local Targa crews and a number of other NESCRO Historic competitors.

Ample trailer parking, noise and scrutineering were all located in a small industrial estate just outside Brampton and signing on, the Start, lunch and Finish were all accommodated in the nearby Golden Fleece. Documentation was first class and an abundance of marshals helped the event to run smoothly throughout the day. Maps were not required and navigation for the compact route was all contained in the tulip road book.

The first Section comprised 5 tests with a mixture of smooth tarmac, concrete and gravel surfaces. Test diagrams were excellent and needed to be because of the substantial number of cones on most tests. The highlight of the first Section and perhaps of the day was the closed roads Test in the centre of Brampton which was used 3 times through the day to the delight of both the appreciative crowd and the competitors. After these five tests John Bertram/Andy Fish, Mexico, had stamped their authority on the event and led the Historics with a clean, tidy and quick run totalling 350sec's and Kevin Savage/Phillip Savage, Volvo PV, took a comfortable 2nd with 397s.

WMC/Gates Historic crews followed with John/Marion Sloan, Midget, taking an early lead on 405s, Marsden/Garstang Escort Mk1 on 421s, Graves/Palmer, TR4, 462s, Fenwick/Carmichael, Golf, 475s, David Agnew/Alan Jackson, 911, on 521s (with two disputed WTs), David/Paul Garstang,



Fiesta Mk1, (also with a disputed WT) 534s, Ian Dixon/Maurice Millar, MGB GT, 611s and Paul Slingsby/Michael Fox, MGB, on 656s.



Among the WMC/Gates Targa competitors, Andrew Graham/George Edminson started well on 354s followed by Geoff/Maggy Bateman on 453s, Dave Winter/Michael Pears 462s, Joe Harwood/Jai Wall 469s, Angela Jones/Willie Jarman 484s and Chris Hunter/Fiona Tyson having forgettable first Section on 513s.

Excellent tests requiring maximum concentration in the first Section had everybody very focussed as we started out on the tests in the second Section. Three new test layouts

and one repeated from Section one continued to challenge the crews. Bertram and Savage continued to lead the Historic field with totals for this Section of 290s and 336s but the WMC/Gates crews were fighting back with Marsden/Garstang on 320s, Agnew/Jackson fully focussed on 331s, Dixon/Millar 334s, Team Sloan 337s and Graves/Palmer 339s. WMC/Gates Targa crews were also going well with Hunter/Tyson staging a fight back with a stonking 295s, G&M Bateman 332s, while Graham/Edminson suffered a setback with 372s, Jones/Jarman started to pull back time on 384s with Harwood/Wall on 389s - these latter two crews would be locked in battle for the remainder of the event.

A welcome break for a simple and satisfying lunch helped crews wind down and compare notes. Many were the tales of confusion and "debate" as crews adjusted to the intensity of the tests. Many were the sharp intakes of breath as crews realised how punitive the test maximums were if you incurred a WT. But, many were the tales of joy at being able to put on a show in Brampton. Overall the mid-term report was "Must do better next term" - so we did. My enthusiastic chauffeur enjoyed Brampton so much (as did the crowd by the noise they made) that by lunchtime I'd almost lost my voice trying to prevent him doing extra half laps that weren't on my test diagrams!!!! Sadly, Roland Proudlock had departed for A&E with serious scalding incurred when investigating an over-heating engine



After lunch we lined up for two more Sections and another seven tests. Test 10 was a new layout in Brampton with 11, 12 & 13 reruns of some of the morning's tests - so, an opportunity to improve on the morning's times. Bertram with 291s and Savage on 311s were still in a league of their own but Savage was getting back into his old BTRDA mode with the big PV dropping just 20s to Bertram through these four tests. Agnew/Jackson were "on it" with 318s as were Graves/Palmer 319s, Marsden/Garstang taking a line fault

and 329s while Garstang/Garstang had got the little Fiesta wound up after replacing a failing set of plugs with 331s (why did I rebuild that car for them?). Andrew Graham/George Edminson had a sure footed round with 293s, Hunter/Tyson were going well on 296s and the Batemans had 308s. Jones/Jarman had a good Section recording 327s to Joe Harwood's 356s but with another round to



The final Section of three tests was just to the south-east of Gretna and it was well worth the trip over there. A long slalom with chicanes along a disused tarmac road put smiles on faces but the final two tests, again on tarmac, wiped away the grins as we had to concentrate hard at the end of a demanding day. Bertram/Fish took 248s but Savage/Savage closed the gap to 11s with 259s. Agnew/Jackson were flying with 247s, Graves/Palmer had 280s, Team Sloan were on 286s and Ian Dixon had 292s. Andrew Graham/George Edminson flew through the Section on 224s, Hunter/Tyson continued to improve with 254, the Batemans were on 283 and Joe Harwood got ahead of Angela Jones with 299s to her 334s. Dave Winter/Michael Pears rounded off the WMC/Gates Targa crews with 335s.

John Bertram/Andy Fish took a well deserved overall victory with 1179s, Kevin/Phillip Savage were second Historic on 1303, Marsden/Garstang were mightily relieved to scrape 3rd with 1394s, Team Sloan had 1397s, Graves/Palmer had 1400s but had suffered a punitive test maximum during the day, Agnew/Jackson along with others suffered the dreaded test maximums with 1417s, Dixon/Millar 1594s, Fenwick/Carmichael 1646s, Garstang/Garstang on 1664s and Slingsby/Fox on 1761s.



Andrew Graham/George Edminson took the WMC/Gates Targa Class with 1243s, Hunter/Tyson had a solid 1358s, Geoff/Maggy Bateman 1376s, Harwood/Wall on 1513s got ahead of Jones/Jarman 1529s and Winter/Pears finished on 1735s.

Thanks go to Spadeadam Motor Club's team, their marshals, supporters and sponsors for delivering a distinctive and well organised event. Our next WMC/Gates Round is the Doonhamer on September 18th and I look forward to continuing the battle for 2016 Challenge points.

Mike Garstang.

Photos by Tony North & Graeme Forrester



BYGONES

Anecdotes

It's not often that a motoring story surfaces that I have not heard of before but this heart warming story deserves to be shared.

In WW2 Lithuania: the Japanese Ambassador, a compassionate and noble person, disagreed with the Nazi crimes and was concerned with the future of European Jewry. He used his status and provided them with visas to Japan. From Japan they emigrated to America. Thus he saved the lives of thousands of Jews. When the Germans found out, they demanded that the Ambassador be removed. The Japanese allies of the Nazis agreed to the request. But he still had two weeks until his recall, and he used those two weeks, working around the clock, and recruited people to help him issue more visas. The lives of many more Jews were saved this way.

This was a very dangerous act, deserving of admiration. Prior to his departure, a mission of Jews from the Vilnia Synagogue came to thank him: "What you have done for the Jewish People will never be forgotten, and we will pray to God to bless you and your descendants". He returned to Japan and, surprisingly, his punishment was merely that he was fired and lost his pension. In order to support his family, he started a small workshop which did rather well over the years! His name was Mitsubishi.

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.

Jan, Katherine and Benjamin Giergiel of Carlisle

Ian and Adam Wozencroft of Maryport

Craig Stamper of Whitehaven

Hugh and Jenifer Browne of Westnewton

Eric, Julia and Jessica Burcow of Wetheral

Wilfred and Dion Crozier of Wigton

Mervyn and Janice Gillespie of Darlington

Richard, Karen, Abbie and Daniel Benson of Bolton Low Houses

Ron Nicholson and Maureen Black of Jarrow

John Brough of Branthwaite

Wilfred and Dion Crozier of Wigton

Stephen Armstrong of Carlisle

David and Marian Taylor of Orton

Paul, Lesley and Stephen Johnston of Workington

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.

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club when you do!**

My Dad's Peugeot 205 GTi 1.9



Dad retired in 1987 and previously having had company cars (and a couple of BSA Gold Stars), it was time to buy his own car. He had owned a Peugeot 304 Estate bought from JR Graham in Workington in 1974 when it was just over a year old and strangely was now keen to own another French car. So what was he about to buy? Yes the obvious choice was a brand new red 2CV from Telfords in Carlisle.... Having heard this news from my mother, I managed to engineer a trip out with Dad which just happened to pass by our nearest Peugeot dealer, Myers and Bowman at Distington. "Oh look at that nice graphite 205 Gti", I said feigning surprise. That got him hooked, a quick test drive of this Phase 1 demonstrator, he was smitten and agreed a deal to buy that car. However whilst he was on the test drive, I'd spotted a cherry red Phase 1.5 1.9 with sunroof hidden away at the back of the workshop. A new, more costly deal was done and he bought it in December 1987.

I think his car was the first Phase 1.5 in Cumbria and for a late 50 something it was quite a cool car which attracted loads of attention. However within the first week it suffered its only damage in nearly 30 years. Having parked it at as far away from anyone as he possibly could in the local supermarket car park some scumbag scratched the word "OXO" onto the bootlid. Now with hindsight it was quite funny, but at the time poor old Dad was gutted. He wouldn't accept the tailgate being repaired so a brand new one was fitted.

Anyway after circa 200,000 miles, 18 years, the odd gentle run up Doune, Barbon, Forrestburn and Three Sisters and with religious dealer servicing, only Mobil 1 oil being used and less than 6,000 miles between services, the 205 was serviced, cambelt changed, filled with half a tank of Shell Optimax, polished and then parked in his garage in 2005 hooked up to a trickle charger. He was struggling to get in and out of it, but he'd always said it was mine when he'd finished with it. However having children and a 205 euro Rallye to support I just didn't have any time to do anything with it. I kept promising Dad I would re-commission it but did nothing until December 2010 when we just decided to see if it would start. Ok I knew this was a bit daft, with a 5 year old cambelt etc but anyway after a couple of revolutions it burst into life with a steady idle! After a 10 metre drive back and forward that was it.

Unfortunately Dad passed away in 2011 and so I cleared out all the stuff which had surrounded the Gti, took it outside, washed off the dust and then put it back into his old garage until July 2015. In a moment of madness, with the help of Rob Iveson* and his dad Brian we dragged out the Gti and swapped it for my Rallye as we live 60 miles away and only have a single garage.

Rob and Brian trailered the car home and we thought we'd start on the engine, which was a wee bit smokey. Valve stem seals had been changed before it was parked up but they were rock solid. So my Rob borrowed a Peugeot valve spring tool and after some tuition he showed me and my 15 year old son James how to change the seals. Then Rob very quickly changed the cambelt, water pump etc etc and it was back to running like new. The original cam had zero wear and the inside of the engine was spotlessly clean. Thanks Mobil 1.





The following months saw me destroy my garage with muck dust and paint, with lots of cleaning and dismantling, replacing all fuel and brake lines. Rob did a fantastic job of rebuilding and refinishing the rear suspension beam, which came up better than new with him adding grease nipples which should mean it will last for decades. So with all the usual stuff rebuilt or replaced, we had all the mechanicals re-commissioned, the interior and the underneath of the car looking like new by Christmas 2015.

With the hillclimb and sprint season looming, I needed to get the Rallye back from Mothers garage and in January 2016 Rob and Brian again picked up the

1.9 on their trailer and off to get out some corrosion cut out and repaint as necessary. The aim was to have it back on the road this summer to give my mother a run out in it for the first time in a decade or more.

Hopefully it will be displayed on the club stand at our car club show at Dalemain House near Penrith on Sunday 21st August. It's a mega show with 600 plus cars on display, many from the 80's. Anyway that's a brief story of my one owner 1.9.

*Rob Iveson Mobile Mechanic, Diagnostics, Servicing, General Repairs and Peugeot Fixers!
Contact No 07840 227130

David Wiggins

A Tale of Two Midgets – Part 1 Flames – and what to do when you see them

Don't let anyone kid you – owning a British Classic car is no walk in the park but it is an experience not to be sniffed at if you're the sort of person who likes to live life on the edge. "Life on the edge" is a much overused trendy expression which means "to have an adventurous or perilous lifestyle which creates risk to oneself". Bit like living in London. Now, the husband is clearly one of those people whereas I am clearly more from the "built for comfort not for speed" camp. So there we were, me riding shotgun, the husband in charge of the GO pedal, hurtling up the A66 towards Keswick in the newly acquired Midget number 2, (aka Trigger's Broom). I say "hurtling", it was probably less than 60mph, however the racket from the straight cut gears sounded like we had engaged Warp Factor One. The Cibies were all lit up at the front and it was pitch black dark at the back, apart that is, from the sparks coming from the rear end and the small problem of no brakes. That's correct – no brakes – that's the "perilous lifestyle" bit. The fact that the back wheels were on fire as well only added to the overall excitement and frantic swearing going on in the driver's seat. The husband managed to stop just short of the flyover across the ravine by engaging 2nd gear and mounting a 6inch high kerb with the nearside wheels while the bottom of the offside suspension gouged a neat groove in the tarmac pavement and brought us to a satisfactory halt thereby escaping a certain and untimely exit from this world. Not to mention the headlines in the Times and Star.

I was now at a disadvantage being at 45 degrees to the perpendicular but, believe it or not, managed to exit the car uphill on all fours carrying a fire extinguisher which the previous owner had thoughtfully positioned in the foot well. Quite a feat for a well upholstered woman of a certain age with a door the size of a letterbox between her and relative safety. But it is amazing what can be achieved under the imminent threat of being burnt to a crisp.

So the flames were out before Keswick Fire Brigade arrived, all six of them, ever so slightly crest-fallen to have their evening disrupted by a singularly unremarkable incident. I could see they were hoping to be able to unleash full power on the hoses but instead had to make do with a rather disappointing dribble. By now the bottom lip was wobbling (mine, obviously) – I was covered in white dust and black smuts and the hair wasn't looking so good either but there's always an upside, isn't there? I realised I was surrounded by men in uniform and soon perked up. Well, you would, wouldn't you, ladies? Or is that just me? In the meantime, the husband had risked life and limb and rescued my handbag and the two plastic covers off the spotlights.....don't ask.

Our knight in shining armour arrived, in the form of Chris Spencer, with the trailer in tow, having managed only two minutes in the armchair with a Peroni after a full day's work before our emergency phone call. The Midget was unceremoniously loaded up and the speculation game began in earnest.

Next day, the damage investigation team gathered for the inquest but not before the laws of physics had intervened with a vengeance whilst getting the Midget off the trailer. No brakes, remember - should have used the winch. It was like giving a three year old child a tomato to hold – it was never going to end well. Simple harmonic motion is quite interesting to observe when witnessed at close quarters: Midget descends from trailer rather more quickly than anticipated, runs backwards into hedge, hedge puts up remarkable resistance and sends Midget back up ramps but with not quite sufficient speed to reach the top, Midget descends rapidly again into hedge, and then back up ramps – you get the idea – eventually coming to rest several minutes later in what remained of the shrubbery.

So we got it on the four poster eventually, courtesy of Neil McGurk, and swiftly came to the conclusion that the brakes had been binding on – simple really. So I got my Blue Peter badge for stripping the brakes down and discovered a talent for judicious use of a wire brush into the bargain – under supervision of course. We all have our strengths, apparently. And the only thing to be a total write off in the whole unpleasant episode was the husband's trousers. No surprise there.

So, just when we thought it was all sorted, we realised the run in with the kerb had cracked “something to do with the king pin, cotter pin or trunnion pin”. Much as I like the word “trunnion”, I secretly knew it was something to do with the chimpanzee munter – everybody knows that. Back to the drawing board and the ever decreasing bank balance.

Classic cars - the reek of maintenance can be detected at fifty paces – but it's what we enjoy doing isn't it? Isn't it.....?

Cheers!

Marian Sloan (aka Maz)

PS “Trigger's Broom”: Google it!

WMC August Pub Run (It nearly never happened !)

I was disappointed when I heard there was no one to organise the August Pub Run this year, especially after we'd enjoyed the July Pub Run so much.

But hey! This was an opportunity staring me in the face. Why not organise it myself?

Yes, I know we would be driving to Italy the following day, and yes, I know we've not organised a pub run before but let's face it, life can be a little boring without a few challenges.

Planning the run became a family affair and quite a few birds were killed with the one stone (or run) during the organisation of it.

Our eldest daughter, Sarah was going into hospital three weeks before the event for a major back operation. The desk top planning of the pub run route would make an ideal distraction from those thumb twiddling, small talk, chit chat hours leading up to the time when Sarah was wheeled down to the operating theatre. With OS maps, rulers and pencils spread over the hospital bed and Google maps opened, we set about drawing up a draft route. Even the anaesthetist, during his pre-op visit, added his comments. With only minutes to spare before the theatre trolley arrived we had the embryo route on paper.

Fast forward 3 days and Pauline and I trialled the route for the first time in a car. Planned sections of the route were trimmed and adjusted, clues for the light hearted quiz for the event were formulated and within no time at all we'd lost count of the interim distance between road junction and the overall distance from start to finish was anyone's guess. However, at least one major hurdle was overcome by the end of the afternoon; we now knew that the beer in the Gosforth Hall Hotel was impeccable and the pub was happy to provide supper for our competitors.

So, with the route worked out and initially trialled it was time do a full dress rehearsal.

The consensus was that at our youngest daughters Mini Coupe was the ideal car for the full rehearsal, so Victoria and I set off one sunny evening armed with the proposed route and only a couple more quiz clues to work out. All went well and the beer at the end of the run was just as good as it was a few days before. As we sat outside on the Gosforth Hall Hotel patio we pondered on the surroundings and how pleasant it was going to be in five days' time, on the evening of the event,

chatting with like-minded friends about the route just completed. In our euphoria we'd clearly forgotten that Murphy (or Sod) has a law that's designed to upset the most meticulous of plans!

As the quiz questions for the pub run were almost ready to print we made a couple of last minute tweaks. One of the questions asked for the speed limit on a particular, relatively short, stretch of road. Since there were multiple reminders to passing motorist that the speed limit was 40mph the question, on reflection, was a bit tame. We decided to amend the question to read "What is the sum total of all the speed restriction values (in mph) between here and Calderbridge?" Without realising it I'd introduced ambiguity into the question. It's easy to add all the numbers on the speed restriction signs together but the important question is 'where in Calderbridge are we talking about?' It's subtle I know but this can make all the difference to the final answer.

The planned route covered part of Corney Fell, one of the highest fell roads in the Western Lake District. For those of you who are unfamiliar with the road it's mostly a single track road with passing places. Most of those passing places are marked with official "Passing Place" signs (albeit some have the signs have been defaced by some anonymous joker, the 'a' being replaced by another 'i'!).

To make the route over the fell roads a little more interesting it was decided to add a question to the quiz "How many signed passing places are there between here and the A595?" The question appears simple enough; drive the route and count the number of signs. Since this question was a last minute one I'd asked a work colleague who travels the route on a daily basis to count them for me, it would save me having to travel the route again myself. Both my work colleague and I had underestimated the task involved! When we drive to work, or anywhere else, on the same road every day, year in year out, the term "autopilot" unknowingly creeps into our actions. Despite my colleague being a very competent and focused engineer, he was half way across the fell road on three separate

occasions before he remembered that he had an additional task to perform. So it was not until the day of the pub run that the answer to the above quiz question was validated.

The question number was duly added to the route instructions but this is when Murphy's Law started to kick in. For some inexplicable reason and despite the question number being added to the route instructions, the actual question was never added to the question sheet, and none of the competitors were able to answer it or even knew what the question was.

Ironic when you think that the production of the question took more effort than the remainder of the 15 questions put together. In practice this relatively minor problem pales into insignificance as the minutes ticked away towards the actual event.

If I'm honest, I was always a little sceptical about using part of Corney Fell for the pub run.

My preferred route would have included Hardknott Pass but there are just too many anxious tourists on this steepest of passes in the month of August. However, the summit of Corney Fell is relatively high and is prone to low cloud obscuring the route. But hey! This was August, summer time, warm clear evenings – the views over the Irish Sea from the fell road just had to be included in the route.

During the day of the event we'd seen heavy rain and high winds all morning and early afternoon. However the changing forecast promised an improvement for the evening but at 5 pm, less than two hours before the competitors were due to set off, dark low clouds rolled in from the sea. It would appear that my worst fears were to be realised. Pub run competitors would be directed over Corney Fell in dense cloud into the face of manic Sellafield workers who'd left work late and were anxious to get home at all costs to life and limb. So it was that with 75 minutes to go before the pub run competitors met for the evening event that a contingency route (plan B) was cobbled together that bypassed Corney Fell completely. The revised instructions were typed up, the superfluous questions removed (those that were on the question sheet in the first place (I still hadn't noticed that Q14 was missing!!)) and the printer switched on. It was at this point in time that the power cut occurred. We live in a rural area, one of only 7 houses in our hamlet. Power cuts used to be a regular occurrence in the winter but not in the summer – err.... wait a minute, it may well be summer but we're having winter weather and the wind was so strong it had blown down a pole mounted transformer, that serves over 160 properties, of its perch!

So it was that we reverted back to plan A. I should not have worried about the low cloud on Corney Fell. When I mentioned by concern about the potential poor conditions on the fell road to the eager competitors they were nonplussed and felt it would be a welcome challenge.

So as the first competitors, Geoff and Maggie Bateman, set off about 10 minutes early and the others followed a few minutes later, I had a feeling that all was well that ends well – but it was not to be, not quite.

There was little point in Pauline and I going straight to the Gosforth Hall Hotel, it would take the competitors more than two hours to drive the route before supper so we popped home to check on the electricity situation and our eldest daughter Sarah who was still convalescing with us after her back operation. At about 7.40pm I had a phone call from Chris Hunter, one of the competitors on the pub run. My initial thoughts were that the published route directions were rubbish and now everyone was lost. But no, a vehicle accident was blocking the pub run route on the A595 between Calderbridge and Gosforth. The three car accident was serious, 5 ambulances were reported to be on their way. After a brief discussion between competitors and a few phone calls, it was agreed that we would all convene in the Stanley Arms in Calderbridge for a mid-route drink and discussion. The atmosphere in the Stanley Arms was akin to an evening in the blitz (not that I'm quite old enough to remember them but you know what I mean). It was not just the WMC members whose plans were thwarted. Tens of people, anxious to drive home from work, were stranded. The accident occurred at a critical position where the alternative is a 100 mile diversion via Keswick and Windermere. Clearly we could not add this to the pub run route and still be at the Gosforth Hall Hotel for supper at 9.30pm!

A recovery plan was eventually hatched by David Agnew. He would take me off- road and across

fields to the Gosforth Hall Hotel in his pick-up to collect our supper and we would all eat it at David's house. Problem solved! albeit the pub run itself would be truncated considerably.

Thankfully, as we were about to set off for the food, Nigel Moffat, who'd been on a reconnaissance mission, told us that a diversion had been set up at the very point where the accident had taken place and we could resume the run. We'd lost over an hour against the original time table and the Corney Fell road was a step too far. So, it was back to Plan B after all and verbal directions were given to the competitors about the new route. They all set off on something akin to a Le Mans start except it was at this point in time I realised I'd left my wallet at home and Pauline didn't have her purse (where have I heard that before).

We popped home again, then immediately set off for the Gosforth Hall. Within a few minutes of us reaching the hotel, competitors were arriving for supper. It then transpired that some had driven further than others.

Geoff and Maggy Bateman, being the first competitors to set off, had arrived near to the scene of the accident to find the road blocked. They diverted down a lonning off the A595 but were apprehended by the Civil Nuclear Constabulary Police near to the Sellafield perimeter fence. In the ensuing chaos amid numerous cars trying to use the narrow lonning from both directions Geoff and Maggy were let through to resume the full (plan A) pub run route.

So, after a few shaky starts, the pub run was completed (in full by one car, and 80% by the remainder) and supper was served. It was certainly a night to remember and the consensus was that for future pub runs a half way stop off pint is a must!

Thank you to all those WMC Members who took part on the eventful evening and for making it so enjoyable for Pauline and me too. In particular Chris Hunter who communicated the changing plans to everyone, to Nigel Moffat who sussed out the diversion (and who must claim the prize for travelling the furthest to get to the event having driven from France that same day) and to David Agnew for offering to save our bacon and offer to provide us all with a venue to eat it.

Despite the challenging events of the evening I'm looking forward to organising another pub run next year, hopefully Murphy and his Law will leave us alone.

After enjoying the chats and our supper at Gosforth, most of us were delayed for about 20 minutes on the A595 as the accident damaged cars were recovered. Despite the severe damage to the cars involved I'm told that none of the victims had life threatening injuries but clearly our evening was much better than theirs.

Dave and Pauline Nicholson

Jottings

A big thanks you to all the 70 or so marshals and helpers at the Classic Show plus the dozen who helped set the field out on Friday. It would not take place without you! We've had some great feedback but we are always pleased to hear of suggestions and improvements for future years. We did not have a featured club or marque this year so if you have any suggestions for 2107 please let us know particularly if there is a significant anniversary next year.

Ron is having a well earned break after the Rose and Thistle and his Utterings will be back next month

GTF

Inside the Industry

Paul Gilligan keeps us up to date

Beware “Easy” Payments

The vast majority of new and used cars sold in this country are financed in one way or another. Nothing wrong with that, the vast majority of houses are rented or mortgaged, those trucks that deliver your supermarket goods will be funded, and even the aircraft that took you on your summer hols is probably leased.

As Personal Contract Purchase (PCP) deals have brought attractively low monthly payments on new cars, the problem has become how to sell used cars when new ones start at not much more than £100 a month? PCPs have recently started to be offered on used cars up to 2 years old, and I see this trend continuing, as it always should have. PCPs are not suitable however for older cars, but these still need to be sold.

In order to achieve a competitive monthly payment some dealers have recently started offering these cars on 5 year finance deals. One word: DON’T! I was recently contacted by one of my business customers who had a staff member who’d bought a used car about 18 months ago, now needed something bigger due to an earlier than planned new family member, could I help.

The young lady had bought a used car that was at the time just over 4 years old for about £5500, placed a small deposit and signed a 5 year finance deal. 18 months in she owes about £4250, £2000 more than the trade value of the car! This is called “negative equity”. She calls it something different! She won’t finish the finance payments until the car is almost 10 years old. She won’t have any worthwhile equity in it until it’s over 9 years old. She is in a word trapped unless she suddenly comes into some money, and of course maintenance costs will inevitably increase as her car ages.

Silly thing is for not a lot more per month she could have bought a brand new car on a PCP, and saved on maintenance costs to make up the difference. Selling 5 year old cars on 5 year finance agreements should be banned, but frankly no sensible dealer should do it, if only because you can’t sell that customer another car for at least 4 years, not a good business strategy. Most important no sensible buyer should sign that deal.

Driverless Drives On

Apologies, perhaps my worst ever headline! Moving on rapidly, Tesla having suffered bad publicity from a fatal crash while the car was in autonomous mode, have now seen one of their cars actually SAVE a life. One of their customers suffered a potentially fatal embolism whilst driving home from work. Rather than pull over and wait for an ambulance, he put the car into auto mode and asked the sat nav to take it to the nearest hospital, which it did. He was lucky in that he remained conscious enough to persuade the car he was still capable of taking over if required, and it faithfully delivered him to the required medical facility. Rumours that the next Tesla new model will be called “Lassie” are being strongly denied, and those who didn’t watch TV or films in the 50s and 60s will be bemused by that one anyway.

Meanwhile the biggest boost yet for the development of driverless cars came just this week. Ford announced they were committing millions, if not billions, of dollars to be able to launch fully autonomous high volume cars by 2021, only 5 years away. And Ford aren’t starting at the bottom. Their first driverless car will be US Level 4, which means no steering wheel, no pedals, no messing. Ford’s boss Mark Fields said this week:

“The next decade will be defined by the automation of the automobile, and we see autonomous vehicles as having as big an impact on society as Ford’s moving assembly line did 100 years ago. We (Ford) are dedicated to putting on the road an autonomous vehicle that can improve safety and solve

social and environmental challenges for millions of people, and not just those who can afford a luxury car,”

Note the closing dig at Tesla!

This I think is the game changer. I met Mark Fields when he briefly came to Europe to head up PAG which comprised Jaguar, Land Rover, Volvo, and Aston Martin. Of course Ford own none of those now, but Mark was always clearly destined for the top. If he thinks, and has persuaded Ford's Board and Stockholders to agree, that driverless is the way forward, and worth betting a few billion on, who am I to disagree. Enjoy your driving while you can I suggest.

Mercedes Meant It

My regular reader, if he's not died of boredom by now, might remember that almost 3 years ago I mentioned being invited to a meeting by Mercedes Corporate Sales. The theme was that Merc from the very top had decided they had been “asleep” (their words) and had allowed Audi and BMW to overtake them. This had to be and would be corrected. Frankly I didn't believe a word of it. At the time BMW were the clear sales leader in the UK, Audi 80% of BM, Merc only just over 50% of BM.

Now take a look at UK sales (OK registrations) to end July this year:

BMW	101309
AUDI	101103
MERCEDES	100253

I'd have to say Mercedes have done it in a more “orderly” way than the other two. BMW have dramatically increased their sales into the rental market, with large quantities of 6 month old cars available at bargain prices, and enormous amounts of pre registered cars also. Audi have been a little better behaved, but Mercedes have simply developed attractive new products, affordable finance offers, won a few F1 Championships, and done the job. Sounds easy, but it certainly wasn't I think.

Super September?

The next new registration plate (66 if you haven't been paying attention) comes in just a week or so's time. This is the last big new car volume of the year, the last chance for manufacturers and dealers to get near those ambitious targets set late last year. This is when the bargains come out to play, particularly late in the month. Currently UK and European new car sales are slowing, but factories keep producing. Most manufacturers have imposed price increases due to the drop in the value of the pound, but you can safely ignore that. When sales are slowing real prices certainly won't rise. I envisage lots of action towards the end of September, and will report further this time next month.

Paul Gilligan

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Andy's Armchair

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

I was sad to see that erstwhile Formula 1 driver Chris Amon has died. To look at his winless F1 record it would appear that he was an also ran, someone there to fill the grid, but in reality nothing could be further from the truth. His problem was that his great talent as a driver was only surpassed by his talent to pick the right team but at the wrong time. He was at Ferrari when they lost the plot, went to Matra when they were losing interest, and Tecno when they were simply losing because they built a lorry masquerading as an F1 car. There were many other unsuccessful teams, in fact he drove for more entrants than anyone else in Grand Prix history, but luck was never on his side. Mario Andretti summed him up by saying “if Chris Amon became an undertaker people would give up dying”.

His endurance racing record was somewhat better culminating in a win at Le Mans in 1966 while sharing a Ford GT with fellow Kiwi Bruce McLaren this was the year that Ford bosses tried to engineer a draw, but were out fumbled by the organisers who awarded victory to the car which started furthest back on the grid. This meant the Ken Miles Denny Hulme car finished second averaging the same speed of 125.389 mph over 24 hours. In the final reckoning the winning margin amounted to 21 yards, so in this instance slower qualifying paid dividends.

I read somewhere recently he had been asked to be the special guest at next year’s celebration to commemorate the 1967 championship of Denny Hulme. It’s sad no other New Zealander springs to mind to take his place it seems the talented flow of Kiwi racers has dried up for the time being.

Moving in, can anyone explain to me why the department of transport see fit to have a proposed budget for the next 4 years which will spend £1870 per head of population in London and £280 per head up here in the so called “powerhouse”? From what I’ve read one new London tube line is costing 300 million more than the total spend in the whole of the north of England. I’ve got an idea so those in charge can prove how much they care, first upgrade the car park jokingly known as the M6 between Preston and Birmingham before touching the M25, M3, M4, M20 etc., while on the railway front build the new Liverpool, Manchester, Leeds high speed railway line and only when that’s finished start on HS2. It’s a pipe dream I know but if it were to happen we might start believing the endless claptrap which issues from Westminster.

Finally I was glad to see that the halos round the cockpits of F1 cars have been put back to 2018. Maybe something less hideous can be devised, at least it’ll give us one season to enjoy the unblemished looks of the new bigger tyred more aggressive vehicles.

Ends
AA

What's On

WMC events and other events of interest

September

4th	Sun	DAC	Wearside Classic
7th	Wed	WMC	Pub Run
11th	Sun	Trio	Pendragon Stages
17/18		BARC	Harewood Hill Climb
18th	Sun	SoSCC	Doonhamer Classic (Gates HRA)

October

9th	Sun	TMSG	Cheviot Stages (Otterburn)
15th	Sat	WMC	Copeland Canter
16th	Sun	WMC	Solway Historic and Targa Rallies (Gates HRA)
22nd	Sat	StMC	Targa Rally
22/23rd		D&DMC	British Rallycross GP at Croft

Visit the website for all the latest news

www.wigtonmc.co.uk

Catch up on Face Book

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

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