

Wigton Motor Club Ltd

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Start Line

Issue 03/18

www.wigtonmc.co.uk

March 2018

A Great Night Was Had By All



The Annual Awards Dinner was once again a roaring success with over eighty people attending. Following an excellent meal we were entertained by Fred Bent and then the many awards were given out and time for some chatter!

95 Years of Affordable Motorsport

Club Officials

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Wigton Motor Club Ltd Officials

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Visit the Facebook page for the latest news or the webpage at
www.wigtonmc.co.uk

Talking Point

Topical Comment from the world of motoring

The awards dinner was a great success once again and we are lucky that we are one of the few clubs still able to put on a proper awards event rather than just giving them out at a club night. Many thanks to Marian and her team for doing such a great job.

Many years ago the first WMC Dinner Dance that I attended was at the White Heather and was attended by 300 people when the Club only had sixty members — it was known as a “reet good do”. As was a live band there were far more awards to present as we had awards for nine 12 car rallies and all the autotests and trials as well as the championships. It was very unusual for any awards not to be collected.

Sadly these days not all award winners attend the presentations and we are left with awards to hopefully picked up later, not an ideal situation as someone has to store them! We generally keep them for six weeks or so and then recycle them for a future event.

Stuart Cariss has been doing the British Historic Rally Championship in recent years and he was telling me that some of the events have stopped having awards presentations as so few people went to them. Crews finished the event and the car went straight on the trailer and off home. Not much respect for the organising club I feel!

Getting an award does bring different feelings of course. We were all thrilled with our first ones but once you have boxes full of them in the loft you don't really want any more. We were fortunate enough to win the MSA Motor Club of the Year twice and I have the matching pair of huge trophies in a cupboard, they are just too big to display anywhere.

Of courses our homes have changed over the years and we don't have mantle pieces and shelves to display these “dust gathers” so they end up in the loft to remain there until after our demise!

It would be interesting to hear from members what they would like as awards. Would vouchers for a major firm be of interest or a voucher against a future entry fee for a WMC event, plus a wall plaque be of interest? It's always difficult to come up with something new, many of us have more beer mugs, wine glasses and whisky glasses than some pubs!

Let us know what you think!

GTF

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

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PDF Compressor Free Version Forthcoming Club Events

White Heather Tests

Saturday, March 10th

Kirkbride Airfield

Entry forms are on the website.

Marshals needed — contact David Agnew

Spring Autotest

Sunday, March 25th

Maryport Business Park

First test 10.00

Entry forms will be sent out shortly or on the website.

Marshals wanted

HAGERTY
CLASSIC CAR INSURANCE

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

PDF Compressor Free Version **PG** Tips

So loyal readers (and I know there is more than one now thanks to Bill Kirkpatrick...but more of that later!) – the yellow Skoda Rapid is back home in the Czech Republic. David, the man who had agreed to buy it, drove 1000kms to Amsterdam, got the ferry on Friday evening (in horrific weather), arrived in Newcastle on the Saturday morning and then drove to Cumbria to collect it. Due to delays with the ferry he didn't turn up at the expected time and I was forced to sneak

out of my youngest child's birthday party which was no bad thing given the screaming and mayhem 20 5 and 6 year olds cause (don't tell Trudy though!) to greet him. I was ably assisted by Paul Eastwood whose holiday cottage David was staying in and when I slipped back into the carnage at the village hall, Paul took David for a drive up the Solway coast...in a howling gale and rain – they even went onto the beach which was a revelation for the man from landlocked Czech and then on to have a look at Silloth flour mill where Paul works.

Once I'd done my family duty I bought David fish and chips after he asked to try some quintessential British food and then we went out round Cockermouth to try some British ale. Whilst out he informed us that the Czechs consume more beer per head of population than any other nation and he certainly seemed to enjoy what we tried. A quick taxi ride back home and we then introduced him to malt whisky and called it a night in the early hours. I narrowly averted one of my catastrophic hangovers and late morning time we began loading his VW car transporter with every last item of Skoda Rapid spares I could find. Once everything was sorted he paid for the car and for good measure I took him for a blast round the block in Snotty which induced a big grin. At about lunchtime we took a few photos and waved him off. Approximately 30 hours later he arrived back home in Prague with the Rapid. What an adventure!

As I mentioned last month I was expecting to collect my Saab Viggen convertible the week after, however after sorting everything including the insurance and with 2 days left to go the garage contacted me and said the previous keeper had suffered a catastrophic failure in the Range Rover he'd traded the Saab in for and had been given it back on the orders of Trading Standards. Looking back at their Ebay feedback something similar had happened to another customer a year earlier so I am fairly confident the story was b!*locks but other than getting angry and threatening them with legal action there was little I could do – they did at least refund me my train fare and insurance admin fee. I have no doubt they sold the car to someone else who offered more money. Grrrrrr

This disappointment led me to start looking for something else and I decided to simplify my life by not buying a convertible and instead just hanging onto the Eos which, having spent a fair bit of money getting sorted, would probably have been a mistake to part with at this point. I now own a blue Saab 9-3 3 door Aero which is fairly rare and doesn't work how it should – next month all will be revealed and hopefully it might bloody work too!

Did I mention Bill Kirkpatrick earlier? Yes I think I did – he was on the same table as me at the awards do last week and all in all I'd say our table had a great night...we possibly drank a bit too much but we had a good craic and during all of this merriment Bill Kirkpatrick coughed to reading PG Tips every month, but complained that he hadn't had a mention despite MOTing my old Skodas for the past few years – so Bill – here it is.....in fact 4 times in the one article – that's got to be worth a free MOT. In all seriousness though, if anyone doesn't know Bill and Michelle (before she starts on me as well!) at Wheatsheaf garage in Brigham – they have a good understanding of older cars and are more sympathetic than your average modern garage....and as I mentioned I've been taking my old Skodas there for the last few years for MOTS and the like. Their son Sam (got the whole family in now) was one of 2 recipients of the club sponsorship program this year as he enters the MG challenge in a Rover 25.....sorry MG ZR, along with Jack Palmer for his up coming national autotest championship campaign – well done and good luck to both.

Peter

Award Dinner in Photos

Two cheques for £500 were presented to two promising young drivers to help their competition year.



Jack Palmer will be contesting the BTRDA Autotest Championship in a Nova.



Sam Kirkpatrick will be racing in the MG Trophy in his MG ZR

Both drivers will be posting regular reports here in Start Line.

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Championship News

2018 Club Championships – February Positions

Club Championship Overall

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts
4.	Peter Wright	22 pts
5.	Geoff Rae	21 pts
6=.	John Holliday	20 pts
6=.	Nigel Moffat	20 pts
8.	Rob Iveson	18 pts
9.	Phil Hodgson	17 pts
10.	Angus Cowan	16 pts

Ladies Club Championship

1.	Jacqui Raine	12 pts
2.	Bryony Garner	8 pts

Autotest Championship Overall

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts
4.	Peter Wright	22 pts
5.	Geoff Rae	21 pts
6=.	John Holliday	20 pts
6=.	Nigel Moffat	20 pts
8.	Rob Iveson	18 pts
9.	Phil Hodgson	17 pts
10.	Angus Cowan	16 pts

FWD Autotest Championship

1.	Peter Wright	25 pts
2.	Geoff Rae	24 pts
3.	Charlie Noble	23 pts

RWD Autotest Championships

1.	John Holliday	25 pts
2.	Phil Griffiths	24 pts

FWD PCA Championships

1.	Nigel Moffat	25 pts
2.	Dave Garner	24 pts
3.	Gary Kennedy	23 pts

RWD PCA Championship

1.	Phil Hodgson	25 pts
2.	Angus Cowan	24 pts
3.	Ian Cowan	23 pts

Specials Autotest Championships

1.	Willie Keening	25 pts
2.	Murray Walker	24 pts
3.	Jack Palmer	23 pts

The 2018 season has kicked off with the Festive Autotest at Maryport between Christmas and New Year. The January event, unfortunately, had to be cancelled as we were unable to arrange an organiser in time. However the March event will be going ahead as planned and details will be elsewhere in the magazine.

The tables are pretty sparse at the moment as there has only been the one autotest which is why the autotest and club championship tables are the same.

The next counting event will be the White Heather Tests being held at Kirkbride on Saturday 10th March. For the WH tests, points will be awarded to both drivers and navigators so there should be some significant changes to the tables after the event.

My apologies for a lack of Marshal's championship data but I seem to have temporarily mislaid it. The tables will, of course, be updated as and when my filing system throws it up. (i.e. the pile in the corner gets sorted).

PDF Compressor Free Version Diversions

Wigton Motor Club is a member of the Association of North East and Cumbria Cart Clubs, the Association of North West Car Clubs and the Scottish Association of Cart Clubs. Thus our members can compete in any National B status event run by any club that is a member of any of those Associations. Additionally the Associations can be invited by Neighbouring associations (or specific clubs) to take part in events which often extends the events we can take part in into areas further south and also into Wales.

We are specifically invited by BARC (Yorkshire) to take part in their **Harewood Hill Climbs** in June and September. The June event includes the classic and vintage event.

Whatever you may think of **BMW**s (or their drivers) they have made some good looking cars over the years and maintained a styling theme. However some of their recent cars are frankly ugly. The assorted big SUVs, coupe SUVs and people carriers are horrible while the little electric car looks as though a seven year old had had a bad day with his Lego!

All the mainstream **SUVs are so similar** it is difficult to tell them apart now. The Skoda Yeti had a certain cute look but has been replaced by a version of its; VW cousin and the next Dacia Duster is a close relation of a Qashqai. There seems a lack of imagination in most of the design studios other than at Jaguar where Ian Callum produces some stylish cars.

Would anyone be interested in a paid position to run our two major rallies (LDC & Solway) . This would involve doing all the route and administration for the events. If you are interested please talk to any committee member.#

Drive It Day

Sunday, April 22nd

11 a.m. until 2 p.m.

Arrive and leave at any time within those times.

At Dalemain, Penrith

Take the A592 at the Rheged roundabout.

Free admission but donations for our charities welcome

Your Autojumble

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Free to good home. MGB overdrive gearbox (but minus overdrive). Removed from a rubber bumper car and was working fine at time of removal. small sand blasting cabinet and Delta dust extractor to go with it for sale. Price £75.00 for the pair.

Colin 07979 887046.

MG Cumbria

Roof of England Challenge

Sunday, April 8th

120 miles of the some of the best roads in the Pennines

Starts at Crooklands and finishes near Penrith

A few places left

Open to All ages of MG and other fine cars

Entry forms on the MG Cumbria Face Book page or email gtfmg@yahoo.co.uk

The Gallop

April 20/21st

In South West Scotland

One night in Stranraer

There are a few places left this year

Entry forms are on the WMC website

Don't delay in entering as hotel places are limited.

Club News

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Welcome to the following new members and we hope that you will enjoy our events and social activities.

John McDarren of Appleby-in-Westmorland

For most of you this will be your first magazine and we really hope that you will enjoy reading it.

For any changes or queries about membership please contact Maggie Bateman on 01697349919
or by email at wmcmemsub@outlook.com

Diversions

Michael Marsland apologies for the lack of the “**Dream Garage**” this month as the intended member did not get the information to him. It will be back next month and Michael would like more volunteers to take part.

We would like some volunteers to run some of the **autotests** this year to give the usual folk a break. Please contact any committee member if you can help. Also if you can come up with additional grass venues that would be a great help as well.

Entry forms for the **Cumbria Classic and Motorsport Show** will be emailed out shortly. This year there is a separate form for the WMC club competition car display. This is to make it more related to our events and also so that we can plan as to exactly which cars are coming. David Wiggins is coordinating.

Marshal Force

Marshals are the life blood of our activities

White Heather Tests, March 10th at Kirkbride, All marshals get a meal after the event.

Contact David Agnew.

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Drive It Day

Sunday, April 22nd

At

Dalemain

11 until 2pm

Arrive at any time

Collections for local charities.

Open to all type and ages of vehicles.

Food in the café, the Mansion and Gardens will be open.

Race Retro Photos



Elderly Utterances

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The Voice of Experience!

Ron Palmer has his say

I have lived half of my life in cities and towns and half in the countryside and villages of Cumbria. I love using the yellows and whites (please forgive the OS map terminology) close to home and living close to the Border we have easy access to both English and Scottish countryside, what a great place to live. But the roads are not what they used to be....

In a recent letter to the Editor of the Cumberland News the correspondent, a Mr Agnew (no not ours) mentioned the sad state of many of our minor roads where much of the damage is caused by the ever increasing size of 4WD tractor tyres and those of huge slurry tankers which are unable to pass any other vehicle without going to the verges and breaking the tarmac off in chunks. The burgeoning chicken industry need 42 ton feed trucks to keep them serviced and the side roads were just never built to take them. I was surprised on Monday this week to see an older two wheel drive Ford (New Holland?) tractor towing an animal trailer back from auction. Except on Classic tractor runs these are indeed a rare sight and we were able to pass on a narrow yellow road without either of us having to take to the verges. I know farmers often use contractors to harvest crops and their tractors and trailers are frequently driven by youths on a mission and the black skid marks on our roads bear testament to the driving style of these heavily laden vehicles. Only recently the County Council admitted to not having the cash or resources to repair our roads so this problem is a one way ticket and how long will it be before more and more side roads are fit to be used only by our farming friends. I am fortunate to have lived on the Solway Plain for many years but the whole area does not have a single A class road running further north than the A596 - Thursby to Maryport. There are very few B roads and those are largely in a desperate state and then there are the yellows. Last year the yellow road from Kirkbride to Wigton was resurfaced to a very high standard which proves that it can be done. Perhaps the decision makers in the County Council would care to drive their own cars – not pool or council vehicles, along these third world roads and they might realise how expensive the damage can be to wheels, tyres and suspensions. Enough of my elderly complaining, I should either move into town or stop driving. The old excuse of the authorities having no money doesn't wash any more, we pay enough already.

A fair sprinkling of Wigton members spent a day in the woods marshalling the Fellside Club's Northern Trial on Saturday 17th Feb and we enjoyed pleasant enough weather considering the time of year. Chris Leece led our team at Ladyside in Hobcarton and we came across Rob Grant and Chris Hodgson in various other places. Great cooperation between clubs.

As I write this we appear to be in line for another good day for the Midweek Meander on Wednesday 21st. This is the first opportunity of 2018 to enjoy a club mini tour and that before the winter conditions return next week. Hopefully we will get a good day and some early Spring weather for the White Heather Tests at Kirkbride on 3rd March.

Ron.

PDF Compressor Free Version **Rallying Call**

WMC/Protyres Challenge 2018

Entries have been rolling in for this year's WMC/Protyres Challenge and the first Round, The White Heather, is scheduled for March 10th. If you haven't already sent your 2018 Registration Form to Mike Garstang don't delay - points will not be awarded if you haven't registered.

Since publishing the 2018 Eligibility and Registration doc's, this year's qualifying Rounds have been reduced to 7 (best 5 scores to count) because we understand from NESCR0 that the Stocktonian will not run; and, please note that the Blue Streak will run on August 12th not the 14th as originally listed. The amended list of rounds is:

1. March	10th	White Heather	WMC
2. May	5th/6th	Berwick Classic	BDMC
3. June	24th	Lake District Classic	WMC
4. July	15th	Northern Dales	H&DMC
5. August	12th	Blue Streak Classic	SMC
6. Sept	30th	Doonhamer Classic	SoSCC
7. October	14th	Solway Autumn Classic	WMC



Strange things sometimes crop up amongst the entries, eg, of the first ten drivers to register in the Historic section five are called David Maybe a David will win overall this year (but I'm not taking any bets!).

With some excellent events to look forward to in 2018, I wish all competitors and our new sponsor, Protyres, an enjoyable and successful season.

Mike Garstang.



Inside The Industry

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Paul Gilligan has his say

January New Car Sales Disappointing As Forecast

As forecast January UK new car sales did little to dispel the gloom of the second 8 months of last year. Total was over 6% down and diesel over 25% down. The particular weakness was in small business sales almost 30% down and private sales almost 10% down. This agrees with what we're seeing every day, small businesses are very unsure and are being cautious because of the economic uncertainty caused largely by Brexit. If they are investing it's much more likely to be a van than a car.

As ever the pain wasn't spread evenly. Ford were down 14% on last year, Fiat a staggering 47% (!), Jaguar 19%, Peugeot 11% and Vauxhall 9% and Volvo 19%. Amongst the prestige German manufacturers Mercedes were 9% down but still came out on top although Audi 1% up were very close behind. BVMW managed 6% up on last year but they had pre registered far less unsold cars in December 2017 than December 2016. After only one month the official industry forecasts for full year sales have been reduced and it's expected that this decline will continue through 2019 although at a slower rate. Diesel sales are expected to be 37% of the total this year, which looks optimistic when it was under 36% in January?

It's all down to March now with the 18 plate 48 hours away as I type. All my evidence says it will be a VERY tough month for dealers and manufacturers alike. We're already seeing bigger fleet discounts being offered and I think the last week of March could be a GREAT time to buy a new car!

So which Fuel Is It to Be?

The biggest story of the last year has been the decline of diesel. Even though it's now apparently proven that normal household items like oven cleaner are much more dangerous to the average family than diesel cars but that appears not to be the point. Si new car buyers both private and business are facing some very difficult decisions. For fleets diesel used to be the norm almost with 71% of fleets operating some diesels and many fleets being very largely diesel. Things are changing pretty rapidly and now 41% expect that as diesels comes up for replacement the new car will be diesel hybrid or electric. And 45% of private motorists now say they will consider a pure electric car next time, that was 21% two years ago! Amongst these private buyers, there are enormous regional differences. 60% of Londoners will seriously consider an electric car now against 24% in Newcastle on Tyne. Reducing costs of electric cars, improved driving range and increases in charging points have all made them a more practical choice.

Certainly we're seeing this on a daily basis. A large part of our business involves supplying cars to smaller independent car dealers who aren't big enough to employ a full time buyer to source the cars and commercials they need to satisfy customer requirements. We're now seeing these dealers looking for hybrid and electric cars for their forecourts and last week we sent all of them a list with over 100 such vehicles (including about 20 vans!) on it.

Getting the right stock balance is a real challenge for these dealers now as customers requirements change, rapidly in some cases. However there is still strong demand for used diesel cars particularly outside the SE and managing their stock mix will be a fine art for dealers who have largely only sold diesel for a long time now.

It's good to cut the emotion out of all this and replace it with clear thinking, which What Car magazine have done by launching their "What Fuel" tool. This looks at annual miles, types of roads used, location etc. In the first week after it was launched 5800 motorists used it. Hybrids were judged the best choice for 60% of those who tried, petrols for only 4%.....? give it a go.

Porsche End Diesel production

Many were shocked almost 20 years Porsche started selling the Cayenne SUV alongside their sports cars. Of course it became their bestselling car. The a few years down the line they started offering diesel versions, more shock and horror for dyed in the wool Porsche enthusiasts. Then a smaller SUV the Macan was launched with diesel from the start, and the Macan became Porsche's bestselling car.

Now Porsche have ended diesel car production saying that there has been a "cultural shift" amongst their customers. However Porsche have admitted that part of the reason is an "ongoing consultation with the authorities" after "another software update". Read into that what you will but it seems they may have been caught smoking behind the bike sheds again?

Porsche's large saloon the Panamera also used diesel engines but apparently sales had dropped to only 15% of the total Worldwide with petrol at 35% and hybrid 50%.

As often happens when a manufacturer announces they are to stop making something demand increases overnight. As soon as this news broke last week on company we supply called looking for two top model Cayenne diesels. All gone, not a hope!

Britain's Favourite Used Cars

Last year used car sales in the UK dipped only 1%, much less of a decline than in new sales, although there was a similar slowing in the last 3 months of the year. As more become available on the used market sales of hybrid (+22%) and electric (+77%) used models rose but from as very low base it should be said. Superminis are still the best sellers but SUVs are becoming more popular. Silver remains the favourite colour but there are signs its popularity is on the wane with Black, White, and Blue becoming more sought after.

Currently there seems to be a shortage of the more popular used models in the trade at least. With new car business slowing the big franchised dealers are keeping more of their part exchanges rather than releasing them into the trade. There are signs that those retail who've had a bad experience with Personal Contract Purchase (probably because they were miss-sold it) are turning back to a conventional finance deal on a used car just now.

As If New Car Dealers Didn't Have Enough Problems

The UK has lost 10% of its car showrooms over the last seven years. But many of those remain, especially if they represent the more prestigious manufacturers, have become bigger, more impressive, and MUCH more expensive. These 5 star properties attract business rates based on their values, and the results are that business rates payable are up by £63 million in 2017 compared to 2010. Worse because of the higher values of the improved facilities dealers are facing a further increase in the cost of business rates of £159 million over the next 5 years. With new car sales dropping and service income declining this is the last thing the dealers need.

So You Thought Mercedes Were A German Company?

To be fair so did I. So I was interested to learn that their largest shareholder is currently the Kuwait Investment Authority. However Chinese company Geely has already built up a 10% stake and is now overtaking the Kuwaitis. Geely of course already own Volvo and a 49.9% stake in Proton.

Worldwide Top Ten

The top ten sellers of new cars and light vans worldwide last year were:

1. Renault – Nissan - Mitsubishi	10,608,366
2. VW Group	10,536,600
3. Toyota	10,386,000
4. GM	8,334,645
5. Hyundai – Kia	7,250,000
6. Ford	6,553,000
7. Honda	5,236,842

- 8. Fiat – Chrysler 4,740,000
- 9. Peugeot – Citroen – Vauxhall – Opel 3,632, 314
- Suzuki **PDF Compressor Free Version** 3,302,336

Surprised? Well the first full year of including Mitsubishi secured the top spot but its remarkable how VW have come back from the diesel scandal. Toyota achieved strong growth in China, Japan and Europe, GM handed over 1m units to PSA but will make more money now. Fiat Chrysler are waiting for new Jeep models and expecting great things from Alfa over the next few years. Biggest surprise to me was Suzuki, they don't sell at all in either North or south America, have only 1.65 of the market in the UK where they sell only 40,000 cars a year but have fantastic volumes in India.

Will we see Tesla, Apple, Google and Amazon in the top ten in a few years' time? Don't bet against it!

Paul Gilligan

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Race Retro

Race Retro proved to be very successful again with attendances up over 10% on last year. A few photos:



PDF Compressor Free Version Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

Just a little moan to start with, unusual for me I know but I need to get it off my chest so here goes. Can anyone explain to me why the BBC insists on reporting the demise of bit part Hollywood actors whose careers petered out in the 50's, and likewise some obscure singer whose only claim to fame was they were part of a backing group for some long forgotten crooner, and yet completely ignore the death of Daniel Sexton Gurney. I know I'm biased, but Gurney was a sporting giant of the 60's on both sides of the Atlantic and continued to be revered, and no that's not too strong, as driver, constructor, team owner and ambassador for his sport and his country right up to the day he died. He certainly wasn't forgotten, like many the BBC tell us about, a great bloke from all accounts shame the "Dan Gurney for President" campaign wasn't for real, maybe the world would have been a better place if it had been.

Continuing with another snipe at the media but this time the written word. The popular press have got hold of the story of Billy Monger, who if you don't know is a teenager who after a racing accident ended up with a double leg amputation. It's a tragedy, there's no doubt about that, but I've twice come across articles recently where the writer claimed he was undoubtedly bound for Formula 1 stardom where his ability would put all previous champions in the shade. Not so, the lad was indeed a competent racer having fun and to suffer what he has is awful but to make such optimistic statements simply to sell newspapers seems unnecessary. Hopefully Billy will have gained from the publicity mind, and can use it to achieve his goals for the future.

I ticked another box last week when I nipped down to Yorkshire to see a friend's new "toy". The garage door was opened the cover came off and yours truly trundled almost 600 horsepower of Aston Martin out into the daylight. Whether it "barks" or "snarls" is debatable and God only knows what it sounds like in "sport" mode but I've now driven a V 12 with as much if not more power than a three litre F1 car or a Porsche 917 come to that. A monster! Mind you I felt sad for the convertible Aston which remained silent and ignored under its blanket, even offered to bring it home so it wouldn't feel unloved but for some strange reason this selfless offer was declined.

I was pleased to see that Fernando Alonso competed at Daytona and has signed up for Toyota to race at Le Mans. As you probably know he took part in, and nearly won, the Indy 500 last year so he's showing it's not essential for a Formula 1 driver and a great one at that, to stick with a single racing discipline. Good on you Fernando, you seem to be turning the clock back to when a great driver was a great driver and wasn't scared to prove the fact in the face of stiff opposition from specialist drivers in other formulas. Admirable!

Ends

AA.

What's On

WMC events and other events of interest

March

3rd	Malcom Wilson Rally	Trio
4th	Autojumble at Penrith 9-12	
10th	White Heather Tests	
25th	Autotest/PCA (Maryport)	

April

2nd	Croft Sprint	DDMC
8th	MG Cumbria Roof of England Challenge	
15th	Autotest	
20/21	The Gallop	
22nd	Drive It Day	

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M-SPORT CAREERS



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Rozalyn Howell, M-Sport Ltd, Dovenby Hall, Cockermouth, Cumbria, CA13 0PN