

Wigton Motor Club Ltd

Start Line

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www.wigtonmc.co.uk

December 2018

M Sport Take Second Successive Drivers Title



Wigton Motor Club Congratulates Malcolm Wilson and the M Sport team on winning the World Rally Championship drivers title with Sebastian Ogier for a second year.

Chairman Peter Garforth said:

"Winning the World Rally Championship for drivers is an incredible achievement for Malcolm and the whole M-Sport team. Beating some of the biggest car manufacturers in the world shows how focused and innovative the team is and Wigton Motor Club is proud to be associated with M-Sport and congratulate them on this latest victory"



**Recognised
Club**

Club Officials

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

5p a day, or 35p a week is peanuts, except that you can't get peanuts for that little! Anyway, that is what membership of WMC costs, just £1.50 a month or £18 a year. In fact, as many of our members are family members you can half those amounts! Given what the Club provides it is remarkable value for money. I suspect that taking inflation into account the fee is actually less than it was twenty years ago. Many clubs further south are much costlier to join. Some have actually hit three figures, yes over £100 for a couple. Albeit the likes of Midland Automobile Club have eight full time staff and the Shelsley venue to maintain, it's still a lot for what the average member gets compared to what our members get for £18. 14 litres of fuel or a cheap meal out for one!

The value for money continues with our events. Members have paid just £10 for an autotest while nationally the figure can be £30 or more. Our historic and targa rallies are around £100 per crew including all your food. Compare that to a HERO run event where the daily cost can be £800 to £1,000. The same applies to our touring events, compare the £50 per car for a 140-mile event with food with how much some of the commercial providers charge! This because our events are run by volunteers and manned by our ever-willing volunteer marshals.

A club has a dictionary definition as: "*A group of people organized for a common purpose, especially a group that meets regularly.*" One would like to think that most members agree with this, rather than what Sport England call a "provider", i.e. a profit-making organisation.

In an ideal world every member would feel willing and able to contribute to the club in some way during the year, although it generally falls to a small number to do a lot. Sadly, this leads to some people being over burdened and crying enough. Better for many to do a little, rather than a few doing too much.

There is no need to be a committee member if you are willing to help by doing some of the admin tasks. At this point I would like to thank Mike Garstang for his work running the Historic and Targa series for the past five years and ask for a volunteer to replace him.

You can of course volunteer to run one of the smaller events, join the team for one of the bigger rallies or the show. Even better come up with a new idea for an event or find a new venue or two! We used to run trials (PCTs) but ran out of venues. There is an interest in such events but all we need is a sloping hillside. Can you help?

With the Club's "Hub" project progressing, there will be many opportunities for members to help in all sorts of ways, soon we will have a "wants" to fit out the inside. Can you help in obtaining them, can you think of fund raising and sponsorship opportunities? There are so many ways to help.

As this is the last Start Line of the year, I would like to thank all the contributors for their articles which invariably arrive on time and are always entertaining. I don't know of any other magazine with so many talented authors!

GTF



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Email: gtfmg@yahoo.co.uk

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

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Forthcoming Club Events

Festive Autotest

December 30th

At the Alcan Works, Lillyhall

Entry forms have been emailed out

Entries on the form to Stephen Palmer

Annual Awards Dinner

Saturday 2nd February 2019

At the Skiddaw Hotel, Keswick

7.00 for 7.30pm

We have decided to forego a speaker this year as many people have said that they would like the opportunity to spend time having the “craic” with friends old and new.

Presentation of 2018 awards for the Club Championships and Gates ProTyres Rally Awards

Tickets £30 per person, available from Marian Sloan
(mazsloan1@outlook.com) Tel: 01900 85833

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WMC Events 2019

Month	Date	Club	Event	Name	Organisers
January	28th	WMC	Autosolo		
February	2nd	WMC	Awards Dinner		Marian Sloan
	20th	WMC	Touring Assembly	Meander	Ron Palmer
March	9th	WMC	Historic/Targa	White Heather	Committee
	25th	WMC	Novice Training		
April	14th	WMC	Autotest		
	29th	WMC	Drive It Day		Graeme Forrester
May	1st	WMC	Pub Run		
	8th	WMC	Grass Autotest		
	16-18	WMC	Galloway Gallop		Jim Crockett
June	5th	WMC	Pub Run		
	19th	WMC	Grass Autotest		
	30th	WMC	Historic/Targa	Lake District Classic	Committee
July	3rd	WMC	Pub Run		
	7th	WMC	Breakfast Meet		Ron Palmer
	24th	WMC	Grass Autotest		
August	7th	WMC	Touring Assembly		
	17th	WMC	Touring Assembly	Rose & Thistle	Ron Palmer
	18th	WMC	Show	Cumbria Classic Show	Committee
September	20/21	WMC	C2C Run		Ron Palmer
	22nd	WMC	Autosolo		
October	13th	WMC	Historic/Targa	Solway	Steven Palmer & Wiggy
	20th	WMC	Touring Assembly	Cumbrian Canter	
	27th	WMC	Autotest		
November	24th	WMC	Autosolo		
December	30th	WMC	Autotest		Steve Palmer

If you would like to organise one of the events above, or something new or different please email Graeme on gtfmg@yahoo.co.uk

PG Tips

Merry Christmas...it's incredible how quickly that one has come around. I know you're not really reading it as Christmas (unless you've ignored its arrival for over 3 weeks) but it is that time of the year and by the next edition it will be past Christmas.

As I type Snotty is still in bits – the crank came out and according to Tom Lewthwaite there is nothing wrong with it, no wear beyond 1 thou which is apparently not very much, in fact it's so little he wasn't able to translate it into a proper modern measure like mms and whilst my brain tried to fathom it I spotted an interesting looking cylinder head on his bench, got distracted and gave up. So with a good crank and a recently fresh set of bearing in the engine the trouble was clearly elsewhere. There is some wear to the oil pump housing and gears so they are now both in the bin with much healthier versions in place as well as a new set of bearings. Just as I was set to put the engine back in the car I tested the input shaft bearing and it rattled like a skeleton in a tumble drier so that had to be replaced. That's where this story ends because since then I've been working and ferrying children round and plotting buying another car.

Ah yes – ever since I drove the recently purchased Alfa GTV in anger down a b-road I was smitten with the handling and balance but not so much with the mid range grunt. I lent the car to Paul Eastwood and he was similarly impressed but also commented that it wasn't the fastest thing around...which made me wonder if I shouldn't have bitten the bullet and found the extra cash for a V6 version. The wondering has never stopped and last week when I started thinking about getting the twin spark re-mapped I realised that it was never going to be what I wanted and I just needed to get on and buy a V6. So I have – except I'm not going to get it until November 27th by which time the mag will be out. Its had lots of mechanical work done and it looks lovely, the only obvious down side is it's not black (my colour of choice) but it is dark grey so I can live with it. Time will tell if it's another crazy purchase. In the meantime I did have even wilder thoughts of buying another race car – a classic clubman type, but after a few days of pondering I talked myself out of it. I know I am now viewed as old and sensible because a year's fully comprehensive insurance on the V6 GTV comes in at a barely wallet bothering £167 with a recognisable insurance company (Lancaster) on a limited mileage policy. If only they knew that I'm actually the last of the great late brakers and sometimes...just sometimes I am not as sensible as my age and job might suggest!

The final part of this month's ramble is back to the DVLA – they replied, on very fine writing paper to tell me that the fact they'd blatantly ripped me off and stolen a month's road tax was none of their fault and is entirely down to the government who set the rules. This lack of any discretion made me think of all the people through history who have done wrong and claimed to be following orders but I don't want to be accused of evoking Godwin's law (Google it if you don't know what I mean) and I regained my perspective and remembered it was a month's road tax...it's still unjust and annoying, so I emailed the Allerdale MP who has now replied agreeing that it doesn't seem fair and is contacting the DVLA about the matter. I am not holding out any hope of a change but there is no point in moaning about things and not at least trying to change them for the better.

Anyway – have a great Christmas, no one is going to buy me any good car stuff I doubt and I am working on Christmas day but it will still be...er...dark and miserab.....sorry.....lots of fun – for the kids at least!

Peter

Auto Jumble

Members sales and wants



Car 1; MG Midget 1275

MG Midget 1972, Teal Blue, chrome bumper, round wheel arch.

Tax free, MOT to May 2019.

Drivers side wing and bonnet marked but easily smartened up if required.

No structural rust, solid spring hanger areas.

MX5 seats (original seats with headrests to come with car).

Alley roll bar.

Standard 1275 engine with 1 3/4" SU carb, LCB manifold, electronic ignition.

Cherry bomb exhaust.

Recent (2016) exchange gearbox from Heathrow transmissions (£600).

Quaife LSD (£600) with lifetime guarantee.

Up rated three piece Peter May half shafts (£300).

New up rated Peter May front springs and new rear springs (£150).

Spare set of Rostyle wheels and tyres (poor) to go with car.

Owned 'Jack' since 2013 but only covered 200 miles between last MOTs, big history file to go with the car.

Price £4,000.



Car 2 Triumph TR4

1962 powder blue TR4. It is in excellent condition.

The car was a UK/Jersey car which had a body off restoration with a new CTM chassis, work completed in 2011.

CTM also did the engine and gearbox work at the same time. I have a heritage certificate for the car.

It is a Targa model and has a powder blue metal hardtop in perfect condition...I have never fitted it and it is wrapped in several blankets in the car store.

It has a 2.2 L engine, twin S6 SU carbs, ss extractor exhaust, discs on front, four speed all synchro box with over-

drive on 2nd, 3rd and 4th.

It has a few desirable mods; leather seats, narrow fan belt conversion, electric fan, battery isolator, spin on oil filter, newish (less than 2 year old) Vredestein tyres, 'normal' handbrake on tunnel, etc.

We bought it three years ago and have used it for car club tours (eg 3 days 700 miles covered) and summer runs.

It won the TR register car of the show at the Bo'ness hillclimb in 2016...not competing I hasten to add!

The car has always been stored in a temp and RH controlled building, there is **no rust anywhere on the car**. It can be inspected on a lift where it is stored.

Price £27,500.

Contact John Sloan on 07851642255 or 01900 85833

Motorsport UK:

The new name for the Motor Sports Association

An ambitious new phase for motorsport in the United Kingdom has begun, with the Motor Sports Association (MSA) launching a new identity, Motorsport UK, as it transitions from a traditional governance-led association to a modern membership-focused organisation.

The rebrand from the MSA to Motorsport UK signals a shift in the governing body's emphasis, putting the promotion of the sport and customer service at the forefront of its mission. This represents a fundamental repurposing of the organisation as it seeks to grow the sport and better serve its members.

The new name, Motorsport UK, and the more striking visual identity with its modern typeface and bold colour palette, will make the governing body more identifiable and relevant to new audiences, providing a better platform from which to market and grow the sport.

Motorsport UK's new strategy aims to build a stronger, more vibrant community across motorsport. The new identity reflects this through four concentric circles to represent four-wheeled action, united across four home nations, with a dynamic design celebrating speed.

The governing body will create a sustainable future for UK motorsport not only by reaching out to new audiences but also by adding value for existing members. The current membership comprises 30,000 competitors, 10,000 marshals, 3200 officials and 720 clubs.

As a first step, Motorsport UK is launching a new member benefits package, with High Street partners offering discounts across a range of accommodation, travel, outdoor clothing and breakdown recovery products. Motorsport UK will also get its members closer to the action through discounts on the most popular motorsport and automotive shows, exhibitions and magazine subscriptions.

Motorsport has a wide range of disciplines, from karting to drag racing and autotests to trials. Many have lacked promotion to new audiences, yet they present a great low-cost way for enthusiasts to enter the sport. As part of the new approach, there will be a promotional focus in each area, with sub-brands such as Karting UK providing a clear focal point for the industry. An important step in this direction has been the creation of the new official British Kart Championships for 2019, launched today on the new kartinguk.org website.

Governance will remain a cornerstone of Motorsport UK's activities but the organisation will work to recruit and retain members through a more transparent and customer-focused approach to regulations. The governing body will maintain its track record of outstanding management of safe and fair sport; while lowering barriers to entry and enhancing its customers' ability to enjoy their passion for four-wheel competition.

David Richards CBE, Chairman of Motorsport UK, said: "When I took over as Chairman in January,

I outlined my vision of a sustainable future for motorsport in the UK. It's been a year of hard work behind the scenes as we've begun moving towards this goal, and I'm delighted that the first real changes can now be revealed in the shape of our new identity, Motorsport UK. This is the just the start; there are lots of new initiatives in the pipeline, all designed to grow the sport and better meet the needs of our customers and stakeholders. We're moving forward with a renewed confidence for the future of UK motorsport, and that future starts here."

Hugh Chambers, the new Chief Executive of Motorsport UK, said: "Becoming Motorsport UK means so much more than a new name and logo. It signals a new chapter in the history of the governing body, marking a clear step change in approach, putting a real focus on our members and the promotion of grassroots motorsport to new audiences. We're confident that by strengthening our customer service, adopting a more commercial approach and enhancing our marketing capabilities, we can ensure the UK's world-leading motorsport success story continues well into the future."



Moota Project

We are pleased to report that the full purchase of the land was completed a couple of months ago and we now have planning permission from the LDNPA and building regulations permission for Allerdale BC.

It is expected that the steel framed building will be erected in January. After that we have to work on the inside to provide storage and archive space plus a maintenance area for members.

There will be a lot of work to do both inside and outside the building. We urgently need to remove about 100 tons of soil from the site which is free to anyone who will take it away. We also need rubble etc for the foundations.

We then have to add the electrics, sewerage and water with the facilities inside. Fortunately all these utilities are on site.

We have quite a large area of land to use as a car park and we are looking for gravel/quarry waste and road plainings to complete this work.

We are looking for volunteers to help, if you have specific skills that you can offer or just time and effort it will be all welcome.

If you can assist please contact David Agnew on: 01946 841455, DAVIDWAGNEW@aol.com

Championship News

Club Championship Overall

1. Peter Wright	208 pts
2. Phil Hodgson	169 pts
3=. Rob Iveson	142 pts
3=. David Agnew	142 pts
5. Geoff Rae	112 pts
6. Terry Peat	99 pts
7=. Craig Stamper	97 pts
7=. Geoff Bateman	97 pts
9. John Holliday	96 pts
10. Steve Palmer	92 pts

Ladies Club Championship

1. Fiona Tyson	74 pts
2. Esther Bowness	68 pts
3. Marion Sloan	55 pts
4. Karen Wright	53 pts
5. Jacqui Raine	46 pts
6. Maggy Bateman	43 pts
7. Abby Palmer	38 pts
8. Kirsty Thompson	34 pts
9. Dawn Garner	33 pts
10. Caitlin Mattinson	31 pts

Autotest Championship Overall

1. Peter Wright	119 pts
2. Phil Hodgson	115 pts
3. Geoff Rae	112 pts
4. Terry Peat	99 pts
5. Steve Palmer	92 pts
6. Rob Iveson	75 pts
7. David Agnew	74 pts
8. Craig Stamper	62 pts
9. Brian Iveson	55 pts
10. Dave Garner	52 pts

FWD Autotest Championship

1. Peter Wright	98 pts
2. Craig Stamper	69 pts
3=. David Agnew	48 pts
3=. Roger Pope	48 pts
5. Brian Bradley	44 pts

RWD Autotest Championship

1. Geoff Bateman	99 pts
2. John Holliday	50 pts
3. John Sloan	49 pts

FWD PCA Championship

1. Steve Palmer	116 pts
2. Geoff Rae	99 pts
3. Dave Garner	71 pts
4. Ben Rae	67 pts
5. Aidan Gregory	65 pts
6. Abby Palmer	60 pts
7. Bryony Garner	43 pts

RWD PCA Championship

1. Phil Hodgson	144 pts
2. Rob Iveson	72 pts
3. Brian Iveson	70 pts

Specials Autotest Championship

1. Terry Peat	100 pts
2. Willie Keening	25 pts
3. Murray Walker	24 pts

Autosolo Championship

1. Peter Wright	25 pts
2. Chris Hunter	24 pts
3. Phil Hodgson	23 pts

Marshals Championship Overall

1.	Eddie Parsons	95 pts
2.	Mary Parsons	90 pts
3.	Steve Fishwick	80 pts
4=.	Graeme Forrester	75 pts
4=.	Maggy Bateman	75 pts
6.	David Agnew	55 pts
7.	Robin Heslop	50 pts
8=.	John Sloan	45 pts
8=.	Marian Sloan	45 pts
8=.	Ron Palmer	45 pts

2018 NESCR0 Championship – Final Placings

Nescro Targa Drivers Championship

1	Simon Jennings	Peugeot 106XL 1600	597.6 pts
2	Philip Hodgson	Mazda MX5 2000	576.4 pts
3	Quentin James	Citroen C2 GT	455.2 pts
4	Chris Hunter	Mazda MX5 1800	379.1 pts
5	Paul Bowness	Mazda MX5 2000	346.6 pts
6	Geoff Bateman	Peugeot 205 Gti 1.9	330.8 pts

Nescro Targa Navigators Championship

1	Ian Giles	576.4 pts
2	Tom Howe	455.2 pts
3	Colin Fish	441.0 pts
4	Fiona Tyson	379.1 pts
5	Esther Bowness	346.6 pts
6	Maggy Bateman	330.8 pts

Nescro Historic Drivers Championship

1	David Short	Ford Escort Mk2 2000	595.1 pts
2	David Marsden	Ford Escort Mk1 2000	492.3 pts
3	John Sloan	MG Midget 1293	411.8 pts
4	David Agnew	Porsche 911	309.6 pts
5	Peter Metcalfe	Austin Mini	254.4 pts
6	Malcolm Mackay	Mini Clubman GT 1293	248.3 pts
7	Brian Bradley	Volkswagen Golf Gti 2000	221.2 pts

Nescro Historic Navigators Championship

1	Roy Heath	Ford Escort	595.1 pts
2	Michael Garstang	Ford Escort Mk1 2000	492.3 pts
3	Marian Sloan	MG Midget 1293	411.8 pts
4	Alan Jackson	Porsche 911	309.6 pts
5	Thomas Forrest	BL Mini Clubman 1293	238.3 pts
6	Ben Jude	Triumph TR7	220.3 pts
7	Bryan Smith	MGB Roadster 1950	218.0 pts

Well, that's it all over for yet another year. As predicted last month there have been some changes in some of the competitions following the final autotest of the season at Maryport at the end of October. Although this hasn't made any changes in the top places of most of the competitions it has seen changes in the placings in some of the competitions and also a last minute sprint for the Lady's Championship with Fiona Tyson doing her first ever autotest to gain enough points to move up past Esther Bowness and take the top spot.

Congratulations are due to Peter Wright who has managed a triple this year, taking the Club Championship, the Autotest Overall Championship and the Front Wheel Drive Autotest Championship. Hearty congratulations to Peter who has had an outstanding year and even managed to top it off by organising the final autotest of the year.

In the club championship Phil Hodgson held on to his second place but David Agnew managed to secure some more points in the final autotest to move up to equal third place with Rob Iveson, last year's club champion. Newcomer to the championship, Terry Peat, took fifth place with just four autotest performances so is a man to watch for 2019.

As previously stated Fiona Tyson took the Lady's championship with Esther Bowness in second place, just 6 points behind. Third spot was taken by Marion Sloan with Karen Wright close behind in fourth place.

Peter Wright held on to the top spot in the FWD autotest class despite not contesting the final round with a 31 point advantage over Craig Stamper in second position. David Agnew managing his second tied position this year but this time with Roger Pope with whom he tied for third place.

The FWD PCA class saw Steve Palmer leapfrog over Geoff Rae in the final event and take the top position with a seventeen point advantage. Dave Garner took third spot with young Ben Rae coming just 4 points behind to give him the fourth place.

The RWD PCA class was dominated by Phil Hodgson who won the class comfortably exactly double the number of points of second placed Rob Iveson who narrowly managed to stay ahead of Brian by two points.

Terry Peat made the Specials class his own with 4 unchallenged class wins.

The autosolo championship was limited to just the single event this year which was a little unfortunate as the one event that was put on was enjoyed by all who took part in it. Hopefully we will see more of this type of event in the future.

At last we come to the marshal's championship which has seen 121 people scoring points this year. Taking first and second places the husband and wife, or should that be wife and husband, team of Mary and Eddie Parsons, with this year Eddie taking the first place honours with Mary just 5 points behind in second. Rarely do we go out on an event without seeing these two stalwarts of our marshalling community out making sure things run smoothly for those taking part. Third place was taken by Steve Fishwick, only 10 points behind Mary but with five in hand over Graeme Forrester and Maggy in equal fourth.

So that's the Wigton Club Championships done for another year and a big well done to all our entrants, congratulations to all our overall and class award winners and a big thank you to all who have helped out by organising or marshalling at our events this year. Hopefully we will be seeing you all again in 2019.

As an additional item, and as it arrived in time, thanks to the efficiency of Bob Hargreaves, I have been able to include with this report the final results of this year's NESCREO competition, following the running of the Saltire Rally which had been postponed from earlier in the year.

There have been some very good and consistent performances from Wigton members in this competition this year with Phil Hodgson taking an excellent second place in the Targa driver's competition. Chris Hunter took fourth place with Paul Bowness in fifth so there were four Wigton drivers in the top six, so well done to all. Ian Giles went one better than driver Phil by coming top of the tree in the Targa Navigator's competition by large margin. Of note is that Wigton members also filled 4 of the top 6 spots with 3 of them being Fiona, Esther and Maggy all doing sterling work in the left seat for their partners.

Geoff Bateman.

Forever Learning.

Forever learning from new challenges has been the theme for the last two seasons of racing with the CSCC Tin Tops. In this series we have a 30 min qualifying session with driver change, followed later in the day by a 40 min race with driver change after 20 mins.

Not only were we trying a new discipline, we were also driving a different car. The Honda Integra could not be any further away from the Peugeot, it is bigger and we didn't know how it would handle!! Willie wanted to race on as many different tracks as possible before (in his own words) "He got too old"!!

We did a few races in the latter part of 2016, the first being Anglesey. Fortunately we had sprinted the Peugeot here, but never raced the full Coastal circuit. How different could it be? Very different as it turned out in a car that I had only driven for approx. 4mins, along with my first ever grid start. Willie thought it would be a good idea if I went first- I'm not surprised!!! The starting lights went out and, where the hell did they go? I eventually got off the line and just as I had started to gain confidence in the car, managed to spin it on the back straight. After getting going again I carried on and made it back in to the pits after 20 mins. for the driver change. This is a crucial part of the race, as time lost here is difficult to make up on the track. I was struggling to see my pit board informing me to pit for the driver change (much to my husband Brian's annoyance) A quick fix to that problem resulted in me fitting a kitchen timer to the roll cage (as it would have been such a waste in the kitchen!) After several hours of practice in Willie's shed with Brian on the stop watch ,we finally got the driver change down to 27 seconds (Not quite F1 standard) Glad I went to Pilates classes; they came in very handy vaulting over the roll cage)! We then recovered (mainly from all the laughter) in the house with some of Anne's famous cake.

After Anglesey we did a couple more races at the end of the season, and then decided to do a full season in 2017. We also decided to rally the Peugeot as well in 2017, which made things very hectic at times given the distance we had to travel. Hence at the end of the 2017 season, after winning the ANWCC Ladies Rally Championship in the beloved Peugeot, we decided to concentrate on racing the Honda in 2018 and put the Peugeot up for sale. **(Both Peugeots are For Sale)**

It was decided I would go first in the qualifying session and do the grid starts, which I really enjoyed – what a buzz when the lights went out and I even learnt to keep up! The biggest challenge was racing" blind" on new circuits. There is always the option to practice on the Friday before the race, but that meant a day off work and added costs to the weekend, so we never practice first! Most of the starts are standing starts, but there are a few rolling starts. One of which was at Croft last year, where the pole position cars are supposed to hold the rest of the field back until everyone gets around the corner and are bunched up. Unfortunately this didn't happen and the pole cars took off, leaving half the field still to get around the corner before the pit straight!

Tyres and tyre pressures have also been very challenging at times (Willie likes to put the same pressure in the car as his trailer), making it very difficult to handle, especially in the wet! We had a dreadful race at Oulton Park in the rain last year; we both came off the track due to no back brakes and the wrong tyres. We did manage to finish, but a lot was learnt and some swearing was done- I know you will find that hard to believe!!

This year we put lighter doors on and even managed to blow a window out at Donnington, making us even lighter! We raced at Brands hatch for the first time this year, qualifying 12th on the grid of 35. It was a rolling start and I was positioned against the pit wall heading towards the first corner, when a sudden bump from behind sent me spinning across the grid towards the Armco barriers (which come

up very quickly at speed) Miraculously I missed the Armco and other competitors and ended up facing the correct way with one back wheel in the gravel, where I decided the only option was to put my right foot down and get out. The language in the car was possibly not to be repeated in public, but I did manage to catch the field up and we did finish the race. Willie said I drove faster the more annoyed I was and he was surprised to see the gear stick still intact when we changed drivers! When we watched the footage afterwards, I had been hit just below the petrol tank, but the rear wheel had taken most of the impact. The guy that had hit me had been hit by another car trying to barge through which had sent him from the opposite side of the grid in to me. We were very lucky to avoid everyone else, but the other poor guy had been hit in the previous race by the same guy (ex stock car racer)!!



Things had started to get a bit wild in previous races, (and this year I found myself being the only woman on the grid). Some driver's hadn't wanted to race in the series, because other drivers had taken to forcing cars out of the way. We were reminded at several drivers' briefings that this wasn't what this series was about and driving standard officials were brought in to observe the culprits. (It is supposed to be a non-contact sport!)

Thruxton went pretty much the same way, with a hit from behind on the approach to the chicane. Again another car hitting someone else and sent them in to me. Not to be defeated I carried on with a slightly rearranged car which required some taping up as we did our driver change. (Brian always has duct tape to hand, just in case).

As I said to Willie and Brian, we hadn't done badly keeping out of trouble until near the end of our second season. When you saw the state of some of the cars that finished (or didn't finish) at Thruxton, we got off quite lightly. Willie decided (much to my disappointment); it was time he tried a grid start at Donnington to see where the action happened. It was a rolling start and we had qualified 18th on the grid out of 37, consequently when Willie came around the corner the starting lights had gone out because he wasn't able to see them (along with the rest of the field) He had a moment at one corner when a car braked in front of him and he had to take evasive action across the grass and gravel (thank goodness for all that rallying experience)! He said all he could think about was if he came off I wouldn't get to race, but that is a thought that is always in my mind every time I go first. We finished the race without any more mishap other than a missing side window, but it was a warm day and we needed the ventilation! It was a totally new experience for me being the second driver and having warm tyres and a clear track. It was good to have the time in the car and be able to concentrate on improving my driving.

The final race this year was at Mallory Park, which was very cold and wet, even though it was only the beginning of October. I went first in qualifying as always, (I'm an excellent tyre warmer apparently) we were using a full set of wet tyres which were brilliant. The track was very slippery and the tyres didn't warm up at all, but we still managed to qualify 7th on the grid out of 23. The rain stopped and we took the wet tyres off, only for it to start raining lightly with a few minutes to go before being called to the holding area. Willie decided he would start first and have wet tyres on the front and intermediates on the back, only for the rain to come down even heavier by the time they lined up on the grid. I was thinking this is going to be fun when we switch drivers, but unfortunately we didn't get

that far. As the first lap was completed the Honda decided to do its own thing just before coming on to the pit straight and firmly planted Willie in the gravel pit. I can remember thinking I'm glad I didn't do that, but it could have easily been the other way around. The red flags came out and so did the recovery vehicle, along with a not so happy Mr J. The race was restarted again and another couple of cars came off in the rain and some even retired as the conditions got worse. We had an extremely quite journey home, I think the first word was spoken when I pulled off at Scotch Corner to get some food and switch drivers. The atmosphere wasn't much better on the Sunday when I went up to clean the car, mind you I don't think I helped matters by saying the only place I'd seen as much gravel was in Tendley quarry!

Anyway no harm was done, maybe only to pride. I imagine I will be back on the grid starts next year, but I look forward to it. Over all we haven't had a bad couple of seasons, with only one DNF at Mallory Park.

A big thank you goes to our pit crew Brian and to Anne for making the delicious cakes that are boxed up and sent with us to every race.

Here's to the next season and whatever it holds. It will be a case of carry on learning and hopefully improving. Who knows where next years adventures will take us?

William Jarman & Angela Jones. Honda Integra DC5.



Halloween Autotest

The 28th October saw the WMC Halloween autotest and final event of the championship at the brilliant Maryport Business Centre venue. The event was organised by Peter Wright, his first ever one for the club and he remembered to order the weather. What a beautiful day it turned out to be and he done a brilliant job organising the event. The tests were all forwards with 9 in the morning (3 different tests run 3 times each) then a slight change to the maps in the afternoon for another 9.

I turned up a little late and didn't leave myself much time to unload, swap wheels and get the car ready and fuelled up etc before the drivers brief and start of the tests so I decided to leave the car for the moment and have a quick walk of the tests first. Once we had the drivers brief I returned to the car to unload and sort everything out and I could hear all the other cars screeching the tyres behind me. I knew then that it was going to be a good day.... I do love a good tarmac autotest. As I was swapping my wheels I could hear the lovely roar of a set of twin weber carbs behind me and looked over to see a Mk1 escort getting some serious punishment. It's always good to see these old cars being used as they were intended rather than being pampered and trailered about to shows.

I was ready so I drove over to test 3 which was the quietest at the time and watched a few of the other cars for a few minutes, In front of me was the Mazda MX5 of Chris Hunter but he was sat in the passenger seat taking the role of navigator for his wife Fiona for her first autotest. It was my turn and after another quick look at the map I was ready. I put my foot down and away I went. The test was short with a bit of slalom but flowed really well and was ideal for my little FWD. There was a dusty patch over by the steel fence which was very slippy so we had to be careful we didn't overdo it and mangle the fence and car. Ha.

Test 2 was much larger and wide open so was also a lot faster which is just how I like it :-). Again it flowed very well and this seemed to suit the Mazdas which were superb to watch as usual. I love watching the lads throw them about. I'm sure there'd be a few flattened cones if I tried ha-ha.

Onto test 1 and this one was wide open as well and nearly every turn was either a 90° or a 180° right hander, there wasn't a single left hand turn at all and I'm sure it's the only test I've ever done like it. It was a test that you could drive more than using the handbrake and it felt like I was almost driving in circles at speed which was brilliant fun and a bit dizzying ha ha.

Overall it was a brilliant day, the weather was lovely, some really quick flowing tarmac tests and a good variety of different cars from the MX5s, to a Mk1 Escort, Mk1 golf, classic mini and more.

We finished up with some refreshments and the most beautiful Lemon cake I think I've ever had which was made by Peter's wife Karen. I think Peter was a bit upset that he never got any of the lemon cake himself but I'm sure he'll have tried it before..... Actually, can I put an order in for a tray full? Ha ha.

Thanks to Peter for organising the event and Karen for the lovely refreshments and cake and also doing the scores. Also big thanks to all the Marshals who do a brilliant job every time which allows us to compete.

Terry

When in Frankfurt

OK, what would you do if you find yourself visiting Frankfurt for a few days? Well Petrol heads, I have a brilliant suggestion. ! Recently, I was visiting my Brother-in-Law who lives just outside Frankfurt and we were planning to do some exploring in the City. Now, I don't do shops or arty-farty tourist stuff, although there is a very good War Museum there where I thought I might see the German side of that terrible story but, that will have to wait for another time. Good restaurants, bars and of course good coffee shops are important but what about a motor museum? Frankfurt doesn't have one but, what it does have is The Klassicstadt Automobile Kultur Erleben. Oh yes, "what the hell is that then?" I hear you say. !

The Klassicstadt Automobile Cultural Experience is a big ol' warehouse industrial building located in the city. The interior reflects the building's industrial heritage yet, it has been tastefully brought into a very cool twenty first century mecca for real car enthusiasts. ! When you park up in front of the building you get a hint of what is to come. There are two glass boxes in which there is a lovely Porsche 356 and an early VW Beetle and in the car park are some hairy road cars and supercars. As you walk into the building there are is an area which is obviously used for corporate entertaining, car launches and presentations. There is a McLaren showroom on the left and a Lambo showroom on the right. There are lecture rooms with glass walls which are all named after famous racing drivers and are equipped for club and commercial presentations. Bayer were launching some new special advanced bonding material for use in the automotive and aero industries. I was tempted by the lunch which was set out for them. ! There are over seventy independent businesses located throughout the four floor building. There were guys working with leather car upholstery and motor bike racing seats. Guys selling state of the art electric bikes and scooters, suspension specialists, exhaust specialists and many other interesting car related businesses!

There are many workshops all with glass walls and boy! were these guys working on some serious motors. Opposite the glass doors to the superb restaurant (car themed of course) there were two Bugatti Veyrons being serviced alongside a Zonda. At the side of this super restaurant, there are long windows so you can watch a couple of guys removing an engine from a Mercedes SL Gullwing; no kidding!

! There are specialised marque workshops working on some lovely cars, Porsches, Mercs, BMW M3s, Alfas, McLarens, Ferraris etc. I tell you the place blew me away. !! On one of the floors there is a Classic Car sales area where the cars are for sale and they are all seriously good cars. The rest of the building is full of cars which are owned and used. Healeys, Willys Jeep, E Types, even a few F1 cars. Seemingly, if you are one cool, rich dude living in Frankfurt, you can garage your cars here where they can be safely viewed by the likes of me and, when you want to use it, you make a call to Klassicstadt and your car is removed from its glass garage and prepared for you to arrive and drive. This place has given rise to a sort of car enthusiasts club where everyone hangs out and talks cars whilst enjoying nice meals and drinks with like minded people.

Anyway, I found it on Trip Advisor and would recommend it to you if ever you happen to be in Frankfurt. And; do you know the best thing.is it's free. !

Rob Grant

Club News

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

Alan Butterworth of Carlisle

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

Marshal Force

Marshals are the life blood of our activities

Festive Autotest 30th Dec

Contact Stephen Palmer

Our Sponsored Young Drivers

Jack Palmer: Ken Wharton Memorial Autotest 2018

The Ken Wharton Memorial autotest is held at the end of the BTRDA season and is a invitation only event, it was held this year at the Chateau Impney hotel in Droitwich, for those hill climbers in the club it's the same place as the hill climb is held. Being a Saturday event it meant a Friday night trip down the M6&M5 luckily not too bad a trip and arrived at the hotel 9pm.

Up for an early Breakfast and then out to unload the car. As it was only Jack competing I was acting as crew for the day. The format of the event is different to the rest of the year with only one test area each test run twice apart from the last one run 3 times. So there was a new test to learn every hour or so

The Autotest is a team event for England, Scotland, Wales, Northern Ireland and Republic of Ireland. Jack was competing as the reserve nova driver for the England team. His times would be called on if the main driver had problems. This year the main driver had no problems so his times were not needed. They run a award for the reserves and Jack ended up competing against Jamie McMillan, one of NI best auto testers. It shows the class of both Irish teams where their reserves are actually capable of wining the event!

The event for Jack was really a learning exercise and he didn't do a wrong test all day, he did pick up a number of cone faults and finished second to Jamie. After the event there was a presentation dinner held in the Chateau where the Northern Ireland team were presented with the win. The Republic of Ireland were Second and the English team was third.

The return trip was eventful as the Volvo decided it was time to have a rest and so we ended up returning home on a recovery truck.

That's it for this year and we must thank Wigton Motor Club for their support.

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

Hagerty bagerty, yes I imagine many of you will have an accumulation of the black cloth bags given away so freely by the motor club's friendly insurance company. In 2014 I changed my classic insurers after a long spell with Footman James to Hagerty because of the approach they made to the club. Their staff were knowledgeable and friendly, the premium competitive and our club got an intro commission, so all was good. Four years on I added the B to the policy and in view of the criticism the insurance industry have been getting recently I decided to get another quote – this time from Lancaster who support the MG club. Their quote was immediately one hundred and seven pounds better than Hagerty so I naturally moved over to them. We are told that shopping about makes sense but we rarely do it but a 32% reduction is a no brainer. I did speak with Hagerty about it having been happy with the service from them over the four years of cover but they were not for moving so draw your own conclusions.



It's a couple of years since my last visit to the NEC Classic Car Show so after a reminder from Rob Grant I booked tickets for the Friday and the train dropped us off at Birmingham International with only a short walk under cover to the show. Previous visits have been on either Saturday or Sunday and the crush of attendees then made it less than pleasant. Friday was however fine and the show was well spread out over the five main halls plus hall eight where there were Debutant & Special Displays and all were relatively lightly populated with visitors. We had over six good hours of looking, talking and walking although I

was relieved to reach the train for a relaxing ride home. Best stands for me were The Classic Porsche race series which competed with Joseph's Dream Coat for colours of the 14 Boxsters displayed to celebrate 70 years of Porsche and the Austin Counties Car Club stand celebrating their cars of the '50s.

The Virgin train service on the west coast line was pretty good with informative staff and the north-bound service home was swift and comfortable. Contrast that with our experience visiting the National Rail Museum at York on Thursday 15th November. The journey down on the Settle line to Leeds and then onward to York was enjoyable with terrific weather giving us the best views I can recall on that line. The museum visit and day out was a birthday treat for my brother Steve and we were fortunate to see amongst all the other engines the Flying Scotsman on full display. Visitor numbers were light so there was no queuing for any exhibit or even for lunch in the main hall. We even managed a swift visit to the Royal coaches displayed in the old goods depot hall across the road before heading back to York station for the return trip home, via Newcastle this time. Big mistake! No staff on duty to explain the delay and confusion for the throng on platform 10. The display boards were of no use giving incorrect information on two different trains, both late, and even the coffee trolley lady said of the staff – 'they couldn't run a bath'. When a train eventually arrived our pre booked seats were

already filled and we crammed in out of sympathy with folk who had also been displaced. As we approached Darlington the announcer informed us the train was terminating here because it was late! The outpouring crowd jammed the platform and looked like the retreat from Moscow while the announcer kindly informed us that our tickets – Trans Pennine - were not valid for the approaching train. So another wait while the other cannon fodder were crammed into the already full coaches. Eventually we reached Newcastle and headed for the Carlisle train. Now the Carlisle train stops at every lamppost until Hexham when it finally gets a trot on but in total our journey from York was an hour and a half late. Our railways sometimes behave as though they are a new form of transport not as if they had been around for almost 200 years. I pity the poor commuters who have this to contend with every day.



Club members Tom Pearson and Jim Stairs have competed in the North of England Tarmac Championship this year and had a successful season winning their class in the series in Tom's Mk11 RS1800 BDG. There were 9 events of which 7 counted and their results were sufficient to give them the class. Tom competed in club events years ago and now that he has retired from his business – Carlisle Wheel and Tyre – he has been bitten by the competing bug again. Jim of course is well known having a continuous history of navigating in stage

events since the seventies. So the oldies are back and are planning to do this series again in 2019 beginning with the Croft Christmas Stages which is the first event for next year on 16th December. Tom has also bought a RS2000 Pinto engine Mk11 and is planning to do some Targa events with it next year. Watch out also for Dougie Watson-Clark who has recently acquired a Mk11 Escort, watch this space.

It's almost that time of year again so may I wish everyone a Merry Christmas and a Healthy and Prosperous 2019.

Ron



A couple of photos from the VSCC Lakeland Trial by Keith Thomas. David Rushton is enjoying bouncing!

Don't ask my advise about Christmas Presents

In spring the pastoral scene in rural Gloucestershire is filled with birdsong, the trees are awakening from winter slumber and new leaves appear on the trees in a thousand shades of green. In autumn the scene is completely different, the leaves although still there are turning to gold, brown, yellow and red but on one weekend in particular the sound is completely different, the birds are still singing but this is accompanied by another equally very distinctive sound that being the soft burble of dozens of American V8s rumbling their way through Gotheringham village on their way to that unique venue known all over the world as Prescott.

Bought in 1937 by the Bugatti Owners Club this lovely venue has been transformed from a former fruit orchard to a world class speed hillclimb course with wonderful permanent facilities. The facilities include a massive clubhouse, bars, merchandise shop, toilet blocks, offices, timekeepers and commentary huts, marshals posts and even the Bugatti museum yet all these buildings enhance the landscape rather than spoil it. Most are built in traditional style, generally in wood with everything really well maintained, a very nostalgic place oozing with tradition and like Henley blazers can be the favoured attire at many of the events although not the Autumn Classic, here leather jackets, long beards and pony tails are in profusion.

The Autumn Classic is just what it says on the box, classic bikes include Indians, Harley's and Choppers, classic cars abound, Chevys, Mustangs, Camaros, model T and model A Fords are much more common than Mondeos. hot rods and rat rods look barely legal but speaking to a couple of owners of these cars that are driven without mudguards they tend to get pulled up from time to time but such is their belief in running their cars this way many prefer to pay a £60 fine for infringing "construction and use regulations" if taken to court rather than spoil the way they like to see their cars look. Rooster tails of spray from their rear wheels on wet days I was told are the usual reason they get pulled in.

One really unusual car looked like an old fashioned van with a massive engine sticking out of where the bonnet should be, this was no ordinary car it was a real life dragster built by 18 year old Rogan McGilp a lad who won the National Young Engineer of the year award in 2016 who built the dragster for his disabled brother to prove that physical infirmity didn't bar people from taking up drag racing. He now runs Attitude Adjustment Racing a Nostalgia Drag Racing Team which provides disabled people the chance to race, what a great idea and superb engineering too.

Everything isn't American by any means, big and little Healeys in abundance, 1960s minis, Jaguar E types, Porsche's, Morgan's, MGs, Triumph, Aston and Lotus were all well represented. Rarer cars such as Allards, Bugatti's of course, then no less than four Buckler's, considering only 125 remain worldwide from an original production of about 250 chassis built at the Reading factory it is a remarkable survival rate for these cars.

Original 500cc F3 cars like the ones built by John Cooper are always a great favourite many racing drivers started their careers in these including Stirling Moss and Bernie Ecclestone, others cut their teeth on other racing cars from stables such as Mallock, Alexis, Brabham, Lotus, BRM and McLaren, all were well represented too although sadly years ago many drivers lost their lives in these types of cars at the time. Circuit safety is now greatly improved although the cars are the same cars, fire-proof overalls, improved helmets and fire extinguisher systems make the same cars rather safer in 2018 thankfully. However a look at car 143 in my class that was an Austin 7 chassis with an engine behind the driver, a rudimentary seat with no seat belts or roll over protection and what might be loosely termed bodywork in front of the driver looked like a very effective guillotine in a frontal impact, what did I say about improved safety in 2018 ?

Competition was hot in all classes and a visit to Prescott's website links you to all the results and photo galleries of not only the current events but past ones as well however the weather was most definitely not hot, in fact on Saturday it was wet and decidedly cold, Sunday started off very chilly but eventually the sun put his hat on and came out to play which was a big relief for drivers and spectators alike.

Talking about spectators I have noticed in the past that quite a lot of spectators sit in cars parked up on the natural bowl that overlooks a great deal of the track yet the spectator car park is nowhere near. Mentioning this to some friends I found out if you are a Bugatti Owners club member you are all

lowed to park on this area which is a superb place to spectate and as well as this privilege you get free entry to most of the events as well except a couple of VSCC meetings and a charity one that I enter as a competitor. You don't have to own a Bugatti to join the club otherwise joining for most people would be out of the question me included unless a Corgi model of a Bugatti would suffice. Being a member also gives a £20 or so reduction to the competition entry fee which is about £125 for each day so a very worthwhile reduction indeed. Normal spectator entry to events is £20 per person on the gate or £15 if bought in advance, becoming a member seemed a worthwhile thing to do considering a yearly joint membership fee is only £99 per year plus a £20 joining fee although living 260 miles away its not a place I would consider popping down to for a pint.

My wife Carol was shaking with cold on the Saturday so me being a very kind and generous person thought I would lavish her with gifts, well to be honest joint membership of the Bugatti Owners Club which would next year allow her to sit in a nice warm car overlooking the track, I thought to put a Bugatti Owners Club membership card in her Christmas stocking would be a great idea and give me many Brownie points.

I filled in the forms, got two friends who were already members of the Bugatti club to propose and second our application as things are done very correctly at Prescott and filled in my credit card details, it said on the form we would be notified in due course if our application had been successful. Having competed at every Autumn Classic since it started I couldn't see any reason why our application wouldn't go through especially as my proposer currently holds two class records at Prescott anyway. I anticipated the acceptance would take a while probably arriving just prior to Christmas. This would surely put me in the good books for buying such a thoughtful present.

I was telling a motoring friend Simon Riley a former member of the BOC as it's known now living up here in Cumbria that I had joined us in the Bugatti club, he thought it was a great idea but not so impressed that it was to be the wonderful Christmas present that I had described to him. Of course I shunned his advice and planned to gift wrap the membership card quite nicely, maybe I would even tie a bow around it as I had done for the second hand skis I bought her many years ago although buying second hand skis for a non skier wasn't such a good idea in retrospect especially as they were for a six feet high person and my wife is five feet and a half inch. Christmas morning most definitely had a frosty air about it that year until an aperitif and a couple of glasses of bubbly warmed up the inner man or woman should I say by lunchtime. Hmmm, not the most successful gift in retrospect.

Imagine my surprise when a friend and I went into our house for coffee just after the post arrived on Thursday only four days after the Prescott event to be greeted by my wife asking why we had joined yet another motor club as we are already of so many clubs the list runs into double figures.

Well that's so that you won't be cold at Prescott any more I thought it a good idea to join you as a member of the Bugatti club, Oh OK then that's not a bad idea she remarked, phew I thought that's great I will just mention about it being her Christmas present although just a bit premature. Now that wasn't such a good idea I have to say.

In future I will take Simon Riley's advice he seems to be a guy who knows about these things and yes I am now looking for more "suitable" Christmas present for my lovely wife Carol who has for the past 44 years had some very useful presents from me over the years, some not as successful as others I have to admit. An Emerald ring was ok it seems but a detector for detecting live electric cables when she was blithely banging nails in picture hooks on our walls could have saved her life yet she didn't seem thrilled with my idea, neither did Simon Riley either when I told him about that present either!

Keith Thomas.

Winners All

2018 Champions

Club Champion - Peter Wright
Ladies' Champion - Fiona Tyson
Autotest Champion - Phil Hodgson
External Champion Sam Kirkpatrick
Enthusiasts of the Year Stephen and Helen Palmer
Marshals - Eddie Parsons

FWDAT - Craig Stamper
RWDAT - Geoff Bateman
FWDPCA - Steve Palmer
RWDPCA - Rob Iveson
Specials - Terry Peat
Autosolo - Chris Hunter.

Protyres Historic and Targa Challenge

Historics:

1st Overall	David Short	Roy Heath
2nd Overall	David Marsden	Marian Sloan
3rd Overall	John Sloan	Mike Garstang

1st H1	David Alexander Callum Alexander	
2nd H1	Graham Cornthwaite	
1st H2	David Agnew	Alan Jackson
2nd H2	Paul Slingsby	Michael Fox
1st P1	Tot Dixon	
1st P2	Charles Graves	Ron Palmer
1st C1=	Malcolm Mackay	Heidi Garstang

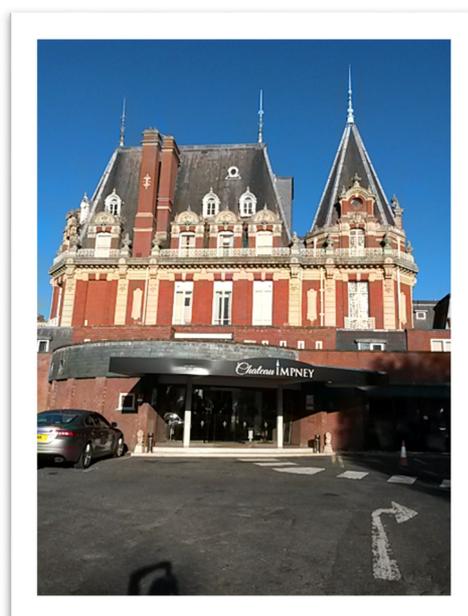


1st C1=	David Garstang	
1st C2	Mike Kirk	Ben Jude
2nd C2	Ray Jude	Ben Craigs

Targa Challenge:

1st Overall	Philip Hodgson	Ian Giles
2nd OA	Quentin James	Tom Howe
3rd OA	Geoff Bateman	Maggy Bateman
3rd OA =	Chris Hunter	
1st T1	Helen Harkness	Barry Lindsay
2nd T1	Michael Cowling	Kaitlin Mattinson
1st T2	Robert Short	Fiona Tyson
2nd T2	David Winter	Kirsty Thompson
3rd T2	Dave Garner	Michael Pears

Photos from the Ken Wharton Autotest with Jack Palmer



Our Sponsored Young Drivers

Sam Kirkpatrick

The final 2 rounds of the Millers Oils MG trophy took place at Snetterton on Oct 1st and 2nd.



The Wheatsheaf Garage team arrived there on the back of two excellent results at Oulton Park and we were looking to finish the season on a high note. Things started with Friday testing, After 2 laps of the first session Sam came into the pits with a misfire which turned out to be a bent valve after an over rev on the down change. We fitted a replacement head in time for the next session in which Sam went fastest after a damper setting change. The rest of the day went well with Sam topping the class times, however as the car was being prepped for the next day it became

clear that the engine had a nasty vibration and roughness at idle. It was decided that we couldn't risk the motor and a late night session saw the spare fitted and running by 11pm.

Qualifying on Saturday saw Sam on p2 for both races and with no further dramas we were looking forward to two good races.

Race 1 saw the usual frenetic start, and at the end of the lap Sam came past the pits in the lead and pulled a 3 second gap the chasing pack which in the mg trophy is huge. Sadly due to a collision further down the order the safety car was deployed resulting in the pack bunching up, undoing Sam's good work. On the restart Sam got his head down and pulled away, and as he passed the pits for the final time he had a good gap and we thought the race was ours. With 3 corners to the finish Sam's car faltered and pulled over to the side of the track allowing the chasing pack to pass him. He had managed to trip the engine master switch with his hand whilst changing gear. He managed to restart and finished a very disappointed fourth. Race 2 was over at the first corner for Sam he took a huge excursion into the cabbage field after being tagged into a spin at the start. He managed to re-join dead last but a spirited drive through the field saw him finishing 7th, passing fourteen cars in the process.

Not being very superstitious we took little heed of the fact that we were allocated garage 13 for the weekend, but looking back it hadn't been our most fortunate of events, we will avoid garage 13 in the future.



We drove to Italy.....Again

Two years ago I wrote in these pages how we drove the TVR to Italy and visited the Mille Miglia in the process, don't worry, I don't expect anyone to remember. On that occasion we overheated in central Geneva when the rad fans refused to work anymore, I managed to fix it the following day but of course the incident is frequently recalled by my wife, Heather.

We gleefully told friends and family how we were planning a similar trip, most smirked and added some smart comment about reliability. I told a random stranger at the WMC Dalemain show of our plans and he bent double with laughter.

Heather has an irrational, *in my opinion*, fear of flying hence the need to drive. I dare not mention the Mont Blanc tunnel fire or the Genoa bridge collapse. She is fearful of Keswick bypass bridge and Buttermere footpath tunnel, never mind negotiating the Alps.

For a couple of months Heather was researching accommodation, cultural sites etc. meanwhile I was checking ultimatedrives.net and dangerousroads.org. Every other day, she would ask "Will the car be OK this time?", "Should we get something more reliable?" and the final straw "What about an MX5?" Within hours of this last comment I had booked a full service at X Works, Preston, TVR specialists run by ex works guys Heath and Paul.

There was however one issue still bugging me, the car had developed an intermittent fault in the fuel pump circuit. Each time it happened, I reached for the test light/multi meter and it resolved itself and would fire up. I had replaced fuses, relays, inertia switch, fuel pump, by passed connectors etc. but still it persisted. There was only one block connector in the B post left which was difficult to access and I did not have time to investigate this properly. Although wiring diagrams are available they bear little resemblance to what is actually present on the car. It seems that whatever colour of wire happened to be in the sheds at Blackpool at the time was used.

Cut to Friday 28th September, we are ready to set off on our European trip; the car was packed, the neighbours had come out to wave us off. I turned the ignition switch, my ears tuned to listen for the fuel pump priming – silence. B*****s. So we didn't break down on our trip, we did however **break down before we set off** ! I bypassed the pesky connector and all was well for the rest of the trip.... Those of you with a sadistic nature can stop reading now.

For the rest of you; we successfully negotiated the channel and France before entering Germany, here we stayed at the only poor accommodation of the trip. A 'farmhouse' in the Black Forest. We were greeted by Hilde, similar to Hilda Ogden in many ways except this one was still alive and did not actually seem to possess any cleaning equipment. We survived this and ploughed on into Italy.



Next stop – the great Stelvio Pass, 48 hairpin bends on the way up to over 9000 feet above sea level. Made popular by Top Gear and frequented by hundreds of cyclists, motorcyclists and prospective Lewis Hamilton types. We tackled it at 10 am in early October and it was dead, perfect in fact. There was snow on the top but the authorities in this area are superb at clearing the surfaces. The pass closes for winter in October/November and reopens in May. Moto Guzzi has a model named after the pass and of course the latest Alfa SUV is a Stelvio. It is not particularly



picturesque compared to some of the passes and the route up is fairly slow. I believe TG had it closed for filming their escapades. It is however a fantastic feat of engineering considering it originates from 1820 and a 'must do' for us petrolheads.

As we continued further south I could tell we were now well into Italy, not because of any signs but we were in a 50 kph limit doing 65 mph in a line of traffic with a 1989 Fiat Panda on main beam trying to inspect the contents of our boot. The French meanwhile seem to have become much more respectful of speed limits over

recent years, probably because of the huge proliferation of speed cameras. Up to this point the roads had been remarkably quiet and free flowing. The few roadworks that we did encounter were usually preceded by a brave bloke in orange overalls gently waving a flag. It occurred to me that there is something about the randomness of this that prompts you to concentrate, much more so than the glare of orange flashing lights we have here. So let's hope our flag marshals aren't replaced just yet!

Onward to Lake Como, a minor navigator/pilot error here (you know the sort of thing. "This junction or the next", "This one I think") led us to circumnavigating the whole lake. Have you seen the shape of that lake? An upside down Y – that cost me half a tank of senza piombo but we did get to see where the great and the good spend their holidays.

To be continued.....

Steve and Heather Fishwick

January Start Line

We are tremendously lucky to have so many contributors to Start Line each month with five regular columnists and several others with events reports etc. Thanks to all of them!

We always welcome contributions, particularly over the next few months when there are fewer events. **The deadline for the January issue is December 20th** to allow for Christmas activities. This applies for adverts as well. Where possible the adverts can be put on the Face Book page as well. Indeed, in recent weeks selling on the WMC FB page has been very successful and resulted in adverts being taken out of the magazine before we got to publication day!

Contributions can be sent to gtfmg@yahoo.co.uk

Inside The Industry

Paul Gilligan has his say

Nissan/Renault/Mitsubishi Chief Dismissed

There's only one story in the industry this week and that is the dismissal of Carlos Ghosn who heads up these three manufacturers. Since the departure of Ferdinand Piesch from VW Ghosn is undoubtedly the highest profile boss in the industry. Enormous financial irregularities and misuse on company property for personal purposes are cited and no doubt more will emerge as time passes. Ghosn has been arrested and currently languishes in a Tokyo jail.

His biggest achievement was perhaps not at Nissan but Renault where he turned around a company that had lost money for years. There may be consequences for Renault's motor sport activities. Carlos Ghosn personally approved the return of Renault to F1. In fact it's said that he personally approved an increase in their budget required to persuade Daniel Ricciardo into a Renault for 2019. Whoever replaces him may not have the same enthusiasm?

Nissan themselves may face legal action and massive fines if they are found to be partly responsible for the scandal. One problem is that the company raised 60 Billion Yen by issuing bonds last month when they knew their internal investigation was already proceeding.

Nissan have now formalised Ghosn's dismissal with immediate effect. Mitsubishi are meeting before the end of November to discuss the matter but it is widely expected they will do the same. However mixed messages have emerged from Renault. The French government are a 15% shareholder and a senior minister has stated that dismissal is the only choice. However the Renault Board have decided to appoint a temporary Chief Executive while they "see how the situation develops". Renault bosses are not at all pleased that they only learnt of the investigation when it became public even though it had been proceeding for some months.

Apart from the personal consequences for Mr. Ghosn it will be interesting to see how the "alliance" between the three companies now develops. Certainly Renault are very angry and concerned that Nissan are exploiting the situation to grab more power within the alliance. Nissan hold a 43% shareholding in Renault who own 15% of Nissan, whilst Nissan also hold a 34% share in Mitsubishi which is enough to give them control under Japanese law. Some rumours say that Carlos Ghosn wanted to proceed to a full scale merger between the three companies and the accusations have been raised by other Nissan bosses anxious to prevent this.

All we currently know for certain is that this one will run and run, and that many lawyers will become even richer.

Why Not Hydrogen?

One of my hardy bunch of regular readers contacted me recently to ask if I understood why the industry was concentrating so much on the development of electric vehicles and largely ignoring hydrogen power. As my reader correctly pointed out a great deal of electricity is still generated from fossil fuels with consequent pollution, and this will remain the case for the foreseeable future. Hydrogen is 100% clean and cars using this power emit only water. Hydrogen powered trains are being discussed for UK use and there is a proposal to convert four million homes in northern England to use hydrogen gas for heating by 2034. Heating by fossil fuels accounts for 30% of UK carbon emissions.

Hyundai have produced a hydrogen powered car the Nexa which will be available to purchase next year which actually cleans the air as it drives. Using an advanced air purification system it filters out

99% of the very fine dust in the air it takes in and retains this in the vehicle rather than emitting it back into the atmosphere.

Mercedes, Honda and Toyota are amongst others still developing hydrogen cars. Some say it will be impossible to install the necessary refuelling infrastructure, but I can't agree with that. The fuel stations are already there, they just need to be modified to supply hydrogen as well as petrol and diesel. Only 120 years ago there were hardly any petrol stations in the UK. The infrastructure demands of widespread use of electric vehicles pose much bigger infrastructure problems in my opinion. We simply don't have the capacity to generate the required amount of electric power and building new power stations isn't a 5 minute job.

So I think it may well be that the headlong rush to develop electric vehicles may prove to be a very expensive blind alley, but currently it's one that all manufacturers, even those also developing hydrogen, are spending billions on. Recent news linked to this includes:

- Bentley plunged into a financial loss blaming heavy investment in electric cars.
- Porsche announced that in 10 years time 85% of its sales will be pure electric cars, and that includes the 911!
- After having never ever made a profit Tesla actually did that in the last quarter as volumes of the Model 3 car started to get near their forecasts for the first time.
- Petrol and Diesel cars are to be banned from some streets in the City of London in a pilot scheme that could well see that ban extended to the whole of the Square Mile.
- One negative is that a study recently showed that the claims many manufacturers make for the range of their electric cars are "misleading" with some having a true range of more than a third less.

A survey of US motorists showed that they expect 80% of new cars sold to be electric by as soon as 2015.

The Most Dangerous Roads In Britain

Road no.	From – to description	Region/country
A254	Between the junction with the A28 in Margate and the junction with the A255 near Ramsgate	South East
A603	Between junction 12 of the M11 and the junction with the A1134 and Newmarket Road	East of England
A5028	Between the junction with Bedford Road and the junction with the A45	East Midlands
A21	Between the junction with the A2100 and the junction with the A259 at Hastings	South East
A5028-A551	Between the junction with the A554 and the junction with the A553	North West
A1156	Between the junction with the A14 and the junction with St Helens Street and Woodbridge Road	East of England
A259	Between Whitehawk / Black Rock and the junction with the A26	South East
A6	Between the junction with the A589 in Lancaster and junction 33 of the M6	North West
A32	Between junction 10 of the M27 and the Delme Roundabout, and between the Quay Street Roundabout and the ferry terminal at Gosport	South East
A548	Between the junction with the A55 and the junction on the one-way system in Rhyll	

Paul Gilligan

Andy's Armchair

Andy Armstrong takes an irrelevant look at motoring and motorsport

I was watching one of those television programmes the other night where the "boys in blue" usually in a big BMW, chase down some moron with no driving licence in an uninsured car with no MOT and bald tyres. Unsurprisingly they normally catch their prey and then start testing them for alcohol and drugs just to pile a few more charges onto the already impressive list of misdemeanours that have been stacked up against our miscreant. At some point a drug wipe comes out and is rubbed round the accused's gums, then a minute or two later the constable can be heard to say "well you've had some cannabis young man but luckily you're below the legal limit". This puzzles me to be honest, cannabis is a class B drug and as far as I understand is illegal so how can you have a legal limit of an illegal substance?

Apparently UK delegates were attending a meeting earlier in the year where draft guidelines for waste incinerator emissions were being set. At this gathering our representatives were quite vocal in their determination to retain a loophole which would enable incinerators to release more nitrogen oxides (NOx) than the vast majority of other countries were happy with. When you consider the attitude our government has demonstrated against even a clean Euro 6 Diesel engine you can't help but wonder why dual standards are being applied. If NOx emissions are bad for cars then common sense says they're not wonderful when it comes to burning rubbish either.

Moving on to Motorsport. I was watching the highlights of the Spanish round of the WRC and was amazed to see how much of the car was changed between gravel and Tarmac stages. It seemed the list included all the suspension, brakes, diffs, underbody shields etc etc so it was more or less a different car which left the service area than the one that had arrived there about an hour earlier. You've got to say the service crews earned their wages, and seem able to perform miracles in minutes that would usually take hours or more probably days to complete. Having said that why not change the rules and let teams change tyres, ride heights, brake pads plus some other relatively simple things that more gifted readers could no doubt suggest. Granted the cars wouldn't be so suited to the conditions but it would make a lot more sense financially and would, I suspect, show the drivers with the most talent as they were confronted with the job of driving a vehicle which was a compromise rather than a state of the art gravel or tarmac racer. Who knows it might also provide an insight into who is actually making the more versatile and therefore probably the best balanced car. Maybe it might even provide useful evidence for potential road car buyers. Let's be honest here a Fiesta would always show up better than an Aygo or an i20.

And finally is it just me or is it getting ridiculous that cars like the McLaren Speedtail (£2 million+) and the Rolls Royce Cullinan (a snip at £250 K) can be sold out before they are even released. Us peasants are constantly badgered to save the planet and yet the hyper rich carry on regardless. It would be nice if we were all treated the same.

Ends

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What's On

WMC events and other events of interest

December

- 2nd MG C Christmas Cracker Run, Penrith to Braithwaite.
- 8th FDMC Grizedale Stages Rally
- 30th Festive Autotest at Maryport

January

- 10-13 Autosport Show at the NEC
- 28th Autosolo

February

- 2nd Awards Dinner
- 20th Midweek Meander Tour
- 22-24 Race Retro at Stoneleigh

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

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ALL VACANCIES CAN BE VIEWED ONLINE AT:

WWW.M-SPORT.CO.UK

To apply for any of these roles, please download an Application and Medical History form from the website and forward it to:

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