

Wigton Motor Club Ltd

Start Line

Issue 06/21

www.wigtonmc.co.uk

June 2021

Peter Takes FTD At Scammonden



Read Peter's account in this issue

Get Involved!

Club Officials

OFFICIALS

<i>President:</i>	<i>Charles Graves</i>	
<i>Vice Pres.</i>	<i>Ron Palmer & David Turnbull,</i>	
<i>Sec/Editor</i>	<i>Graeme Forrester</i>	<i>gfmfg@yahoo.co.uk</i>
<i>Treasurer</i>		
<i>Membership Sec</i>	<i>John Sloan</i>	<i>wigtonmcmemb@outlook.com</i>
<i>Social Sec.:</i>	<i>Charles Graves</i>	<i>charles.graves@armathwaite-hall.com</i>
<i>Child Protect.</i>	<i>Alan Jackson</i>	<i>bigwalk1@gmail.com</i>
<i>Equipment Officer</i>	<i>Graeme Mactavish</i>	<i>gmact123@gmail.com</i>

COMMITTEE MEMBERS

John Graham	<i>jlg86mpa@hotmail.co.uk</i>
Lynda Graham.	<i>jlg86mpa@hotmail.co.uk</i>
Andrew Graham	<i>andy-lake3rec@hotmail.co.uk</i>
Jim Crockett	<i>jamesmrockett@yahoo.co.uk</i>
Chris Leece	<i>chris_1lowtherview@yahoo.co.uk</i>
Paul Eastwood	<i>paul.eastwood@carrsgroup.co.uk</i>
John Sloan	<i>johnsloan02@outlook.com</i>
Ron Palmer	<i>ronpalmer777@hotmail.com</i>
David Agnew	<i>DAVIDWAGNEW@aol.com</i>
Rob Grant	<i>robincumbria@hotmail.com,</i>
John Holliday	<i>johnholl403@gmail.com,</i>

**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

One of the many developments during the last couple of years has been the live streaming of events. Just about every event can be seen live on You Tube or via a social media page. Rallies, hill climbs and race meetings of all levels seem to have adopted streaming. The quality varies from very good to fairly amateur with just one camera but I am sure it all helps in creating interest.

These days club level racing does not get many spectators and I wonder if this is due to the races being mainly for one make series, which are great for the competitors but not that interesting to watch. At Croft recently there was an entire meeting made up for races for MX5s and Fiestas. I think there were three grids of Mazdas and two of Fords. Pretty close racing but not that much passing due to the identically speeded cars.

With events starting up again there is pent up demand and no doubt spare cash and thus entries fill up within minutes on online entire systems. The switch to doing everything this online has been part of the MSUK's anti COVID action plan but it does have a fair few issues. For smaller events like our autotests, the online signing of the declarations can be a pain. It needs to competitors to have access to a printer and scanner in order to sign and return the form. The entries sec then has to check that they all arrive - does he/she print then off or file them on the PC? Then there the issue of payment, online payment systems vary from different banks and building societies and while some go through instantly others may take a while, particularly at weekends. Then the entries sec has to have online access to the bank account to see if the payment has been received. For clubs where two signatories are required that is not easy.

With the huge demand for places on events, at the moment, it puts clubs in a difficult position because the online systems can't be selective. As a club our responsibility is to our own competing members first and then those of our fellow local clubs who invariably help marshal our events, after that then it's available to those further away. It's a complex situation.

Mind you years ago on our County Motors events, when entry forms went out in post, I remember a driver from Newcastle coming over to deliver the form by hand on the 3 day he received it in order to ensure he got a run. So some things don't change.

GTF



Editor: Graeme Forrester

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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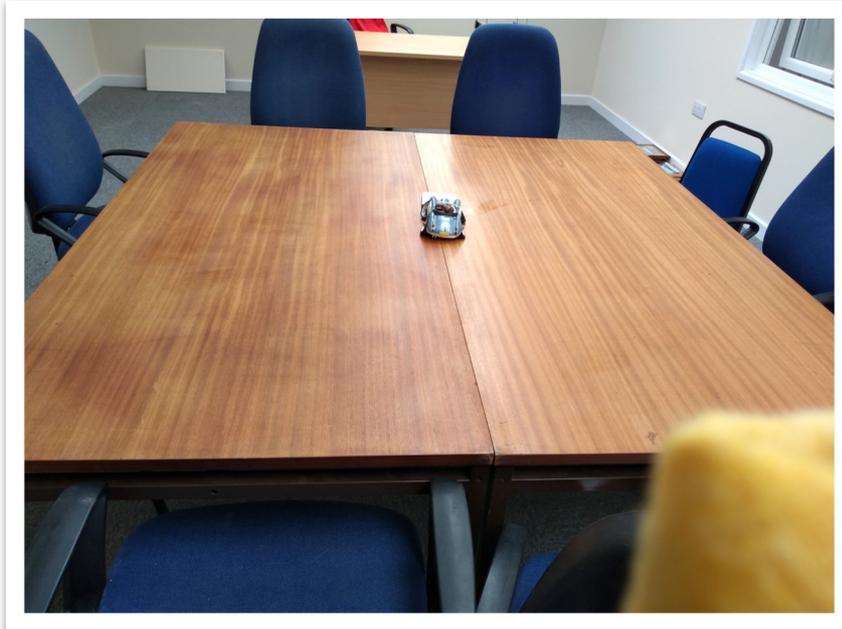
Club News & Events

Motor House News

The work parties have resumed and are making great progress with the final fittings and electric. We are certainly looking to be open in the summer. We are looking for large posters and banners and also photos of our members competing.

We are usually there on a Wednesday 10 until 3ish so fell free to pop in - do check before hand to ensure we are there though.

We held our first committee meeting in the new room in May and it's warm and very light.



We are provisionally looking at Breakfast Meets starting in August subject to all the work being completed and signed off. Coffee and bacon butties will be on sale and we would like a rota of members to take this on. The Great Escape café next door will be open as well for those who wish to have lunch as well and there is the garden centre to browse.

This will be a great opportunity to get together and meet fellow enthusiasts away from events.

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PG Tips

Peter Reflects On His Month

It has been a pretty good month for cars. I finally managed to get out in Barry (RBS8a) the single seater at Scammonden dam hill climb and pulled off my first fastest time of the day in 13 years, although it's fair to say it wasn't my best performance in terrible conditions. Long suffering friend Paul Eastwood came with me to help, because Scammonden is a difficult place if you don't have a hand-brake or tyres that work on grass - and I had neither.



It's a very hilly hillclimb and the whole venue is ailing from many years without upgrades or significant repairs to the track. For those who don't know, the track is actually the road that goes down to the pumping station at the bottom of the dam, and the paddock is a field and tarmacked area at the top near the M62 motorway. The tarmac at the top is now quite overgrown and bumpy and I couldn't drive the race car over it and the paddock was wet grass turning to mud. As we arrived, the other single seater driver (with a very expensive carbon tubbed Force) was bogged down in his tow car and trailer and after being freed went home.

We took the option to park at the overgrown tarmac at the very top and utilised a large stone in front of a rear tyre to prop Barry on the actual road (a bit precarious but sufficient). When it was time to go Paul removed the rock and I held the car on the brake. Apart from the state of the paddock, the track also had a lot of surface degradation and several potholes had been repaired with concrete.

There was a lot of water around including a small stream running across the third corner which plays particular havoc for a car on slick tyres with low weight and high power to weight ratio. All day I found myself trying to apply throttle gently but even then, the rear tyres spun whilst barely moving forwards and then as I cleared the stream – bang I was rocketing up the hill again! As I was about to start my first run of the day I was greeted with a shower of hailstones and through the morning it rained on and off, but not really enough to make changing to wet tyres worth it. Thankfully, at lunchtime the weather dried up and I got quicker but the stream at corner 3 never went and the start was treacherous all day.

By 3pm the rain was coming again but I'd had 8 runs up the hill and was a second ahead of a pack of chasing Caterhams. Quite a lot of competitors had either left, broken their cars or begun to pack up so the event finished just as the rain came. What was impressive were the results – on line and almost instant. Not a sheet of paper in sight. You had to log on to a website, find the event and bingo there were the times almost as they happened. I did laugh because the company doing the timing were also running events at Hockenheim, Brands Hatch and Spa.....prestigious company for one of the country's smallest hillclimb venues. I am still none the wiser as to whether Barry handles well after all my work because the conditions were so bad, but everything did appear to work and other than giving it a good clean and replacing one rose joint there was no other work to do. Next up is Barbon in June. I'm praying for sunshine.



The Astra is now supercharged and absolutely hilarious. I haven't had it on a rolling road yet, but my bum dyno says it has about 250 bhp and makes a proper wailing noise when the charger is spinning at high revs. It is almost impossible not to smile at the noise and the acceleration is quite addictive. The supercharger looks very neat under the bonnet, as though it was always meant to be there and (touching wood) I can't actually see a downside to it, as the miles per gallon are no worse than before if the display is to be believed (and it isn't in terms of what it says but like for like comparison before and after it should be I think). Cruising is no noisier than it was and it's only when I put my foot down that the wailing starts. My youngest

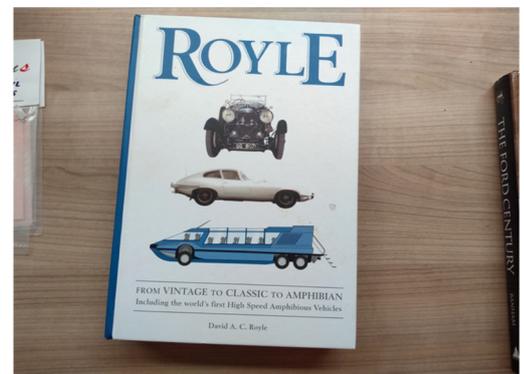
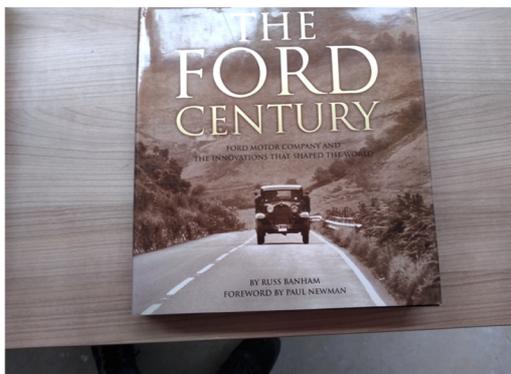
daughter is also smitten and does an excellent impression of the charger's wail. Apparently if I get a smaller pulley on the charger it will add another 10 horsepower.....hmmmm.

Peter

Books for Sale

We have around a hundred Haynes manuals for sale or loan plus many other books. These can be seen in the Motor House. No reasonable offer refused.

A couple of very interesting ones here:



Fuchs 20w/50 Oil. 5 litres, £25, contact Graeme on gtfmg@yahoo.co.uk



Four point harnesses. Available at the Motor House for a donation

From The Top

News from UK Motorsport, Regions and the WMC Committee

May Committee Meeting:

This was the first meeting we had had this year and was mainly about getting all our events under-way.

Major events: **Classic Weekend**. Both the Rose & Thistle and the Show saw entries coming in quickly. Jobs related to the Show would be sought shortly.

Solway: venues being sought. Unfortunately the KLMC event is running in our area a week away which may mean changes. New venues being looked for. Anyone with any suggestions?

Cumbrian Canter in October, date may change if Solway moves.

Club events:

Border Heritage Run, June 27th in hand

Breakfast Meet at Lingholm July 4th. In hand

Autotests: We have organisers, need new venues, particularly grass ones in the summer. Entry fee to be £20 per car to cover MSUK fees.

Pub Runs should resume in July

Event reports: Both the Maryport autosolo and the Motor House Autotest had run well. There is an issue at Maryport re the noise from the Rwd cars.

Treasurer's Report: We were in a healthy position despite spending on the MH with new memberships and two lots of compensation from HSSBC due to their ineptitude. Interest is due from our investment account. Major events in future will use an online entry system.

Annual accounts for 2020 having been duly audited were approved.

Membership system: we would look to use an online system later this year.

Social Secretary: The date for the 2022 awards dinner would be sorted after consulting the guest speaker.

Motor House: Final completion date not as yet defined. Official opening sometime in August? Him had completed the risk assessment. Internal and external security devices to be investigated. Running costs are mainly water and electric.

Committee: We are on the look out for new (and possibly younger) committee members.



motor
sport
UK

Recognised
Club

From the Motor Sport UL CEO

As we emerge from the shadows of the pandemic, we hear wonderful stories of successful events and communities coming together again for the first time for many months, and in some cases for over a year. One of the great things about sport is that it allows everybody escape from the challenges of everyday life and to immerse themselves in the excitement and passion of competition. We are particularly grateful that so many of our members have returned so swiftly to motorsport, whether as competitors, officials, marshals or working in the medical and rescue and recovery teams. The pandemic's immense global challenge has caused everybody to take stock and weigh up their priorities. It is therefore particularly gratifying that our sport is bouncing back with such vigour.

However, we need to temper our excitement with the fact that not all regions and countries, or disciplines of the sport, are fully operational as yet. As we work with our government at a national and local level, we have pushed hard to navigate the legislation which is often of a blanket nature designed for every shape and size of sport and does not necessarily recognise the unique nature of motorsport operating in what are generally large and open-air venues. Nonetheless, I am confident that the entirety of the UK, and all of our disciplines will back to full strength as we progress through the summer months. We have to hope that the extraordinary vaccination programme that the UK has initiated will keep everybody safe and secure in the future despite the threat of further variants. So, in many ways we should be extremely grateful for the position that motorsport finds itself in, with our clubs emerging intact and most championships and promoters having found a way to weather the storm. Our competitors are resilient and committed, as the extremely high levels of licence applications across all categories, resulting in sell-out events and bumper grids attest.

That said, the uncertainties in some sectors of the UK and in some disciplines, in particular rallying, has left some people concerned about their ability to find events across the grassroots of the sport. As this month's lead article explains, the RS Inter Club licence provides drivers with an incredible array of competitions that they can enter - from Hill Climbs and Sprints to Trials and AutoSolos. One of the many fascinating aspects of our sport is how with one licence you can take part in so many different types of events, and often using the same vehicle which may well be unmodified from its road registered condition and can be driven to the event. So, if you have not yet taken out your new licence for 2021, do follow the links in the feature and see what a fantastic range of events have already been planned, and hopefully you can get back behind the wheel and competing at one of these events over the summer months.

Although we are not back to normal just yet, the indications are positive, and we could be forgiven for thinking that means that motorsport has a safe and secure future in this country. However, I think we all know that there are some tectonic shifts in the post-COVID-19 landscape that mean motorsport is going to face some stiff headwinds and an uphill climb.

The most obvious challenge that is now becoming more and more prevalent is the advance of electric propulsion for vehicles. We have spoken before about our support for the principles behind electrification for the benefits that are delivered at the point of use, and thus they are ideal for urban and inner-city areas that suffer from vehicle pollution. In fact, we are embracing the integration of electric propulsion in UK motorsport with the specific regulations published last year and the confirmation of electric and ICE cars competing side by side, as detailed in this issue of the magazine.

However, the complexity of measuring the real emissions and carbon impact of electric vehicles is only just beginning to be understood. The manufacturing of batteries and critical components in an electric vehicle is a complex and energy-sapping exercise that in itself creates a level of pollution that places the vehicle in a net deficit that lasts for several tens of thousands of miles before it reaches net

zero. The news right now is full of the concerns with the very limited supply chain for precious metals that are essential for battery production as they are sourced from a handful of countries and controlled by global powers that may not always be favourable for us. On top of this there are still many challenges for electric vehicles to present the same user experience that we are all used to for refuelling and consequent range of travel. Of course, the latest electric vehicles are wonders of technology, and have demonstrated just how swiftly vehicle manufacturers can embrace a whole new level of engineering. But the huge surge in adoption has been driven very much by significant government subsidies (and specifically the tax benefits for electric company cars) which is a legitimate and laudable mechanism, but the underlying wisdom of a wholesale shift to electric at the expense of any alternative is worrying.

There is an estimated 1.4 billion vehicles in the world today, of which all but a very small handful are powered by internal combustion engines. The prospect of switching this enormous fleet from petrol and diesel to electric propulsion is simply infeasible in any realistic timeframe. And although western countries have now made bold moves to ban the internal combustion engine from sale, as soon as 2030 in the UK, this will leave a residual vehicle population that continues to emit toxic fumes for decades to come around the planet.

It is with all of this in mind that Motorsport UK is seeking alternative solutions that will allow net zero fuels to be developed, tested and demonstrated in competition vehicles so that this technology could be deployed and rolled out across the existing hardware with no modifications or additional expenditure but could shift to a net zero emissions status. The development of these synthetic net zero fuels has been slow until now, as the process is new and initially costly, but ultimately given the fundamental simplicity of the concept which is to synthesise a fuel from natural elements - with the input of renewable electricity for the chemical reaction - it is only a matter of time before the giant petrochemical companies/ nation states recognise the opportunity that lies in this route for their vast infrastructure and retail networks to deploy such a solution.

It is at that tipping point that these types of fuels will become readily available, but in the meantime, there is a danger that the bridges are being burnt in the name of pure electrification. We see it as an urgent priority for motorsport to be in the vanguard of demonstrating the viability of these new fuels, and I'm delighted that the FIA has now announced that the WRC will be moving to a net zero fuel from 2022, soon to be matched by other FIA series. These major showcases of technology will capture the imagination of the media and fans around the world, which should be the accelerator of acceptability that gives political legitimacy for our leaders to recognise that there needs to be a dual approach to solving the problem of net zero transportation.

The leading F1 engineer, Paddy Lowe, has established a new enterprise focused on these Net Zero fuels. "The need to move away from fossil fuels has never been clearer," says Lowe. "We are in a climate emergency. Electric vehicles are fantastic for many situations where weight and endurance aren't performance imperatives. However, the low energy density of batteries compared to liquid petroleum fuels (gasoline, kerosene, diesel) means there are many applications where electric power isn't an option and won't be in the foreseeable future."

Zero Petroleum's vision is to become a leading supplier of carbon-neutral fuel, created by recycling water and carbon dioxide using renewable energy. "The fuel we will produce is a drop-in solution," explains Lowe. "It will enable vehicles to run without any engine modification, creating a perfect net-zero carbon energy source for the transportation, motorsport, and classic car industries. The advantages of Zero Petroleum lie in their ease of application. They can be used in combustion engines and plug-in hybrids and can make use of the existing network of petrol stations."

It is Motorsport UK's intention to introduce certain championships that will run purely on net zero fuel as soon as 2022, which will deliver a practical demonstration "It is Motorsport UK's intention to show the way that these fuels can provide exciting affordable and technically viable solutions at a national level of competition.

There is one further area that gives us real cause for concern in the long-term sustainability of motorsport in the UK, and that is the evolution of an ever-greater distance between young people and the automobile. In an article in The Times last weekend a study by the Department for Transport has shown that in the age group 17-20 there has been a drop from the early 1990s when around 50% were in possession of a driving licence, and would drive regularly, to 2021 where this has dropped to below 35%. To think that only one third of that population is now driving is a clear indication of the lack of connectiveness that youngsters are feeling towards the car and its relevance in their lives. They cite the cost as the principal reason for not wishing to even take driving lessons let alone invest in a car themselves. It is in stark contrast to my generation, for which getting a driving licence and getting a car was such an enormous priority at the age of 17, with all the ensuing freedom and excitement that came with it.

There are many reasons why younger people feel less inclined to take these steps as they reach their late teens, and certainly the cost of insurance and maintenance run high on this list, but I feel there is also something more fundamental and not really measured in the research that was undertaken. I don't think that young people today view the car as an object of fun and enjoyment, but largely as a utility that gets them from A to B. On that basis they are as happy to take an Uber as they are to bother with the hassle and expense of getting a licence and owning a car. At the heart of this issue is the lack of visibility for motorsport to be seen by mass audiences. It is with great credit that TOCA and Alan Gow have managed to maintain and even expand the visibility of the BTCC through their contract with ITV, which is a tremendous platform that runs all day long. The production values that Sky has brought to Formula 1 are undoubtedly considerably higher than they were even 10 years ago, with a corresponding uplift in the spectacle. But there is a problem here and it is simply that there is a new generation who do not consume their media through either terrestrial television or via a subscription service such as Sky, that sits behind a paywall. This issue is significant for us, as this cohort are therefore blind to the excitement of motorsport competition and have at best only a vague inkling of what is involved. We therefore need to bridge the gap into their world, and lift motorsport back into a populist environment that gives exposure and oxygen to our story.

The world of Esports grows bigger every year and our efforts in digital motorsports need to be redoubled if we are to get our fair share of the attention of teenage kids and expose them at an early age to the excitement of handling a vehicle, albeit in a virtual way. In terms of broadening the appeal and promotion of motorsport to new audiences, the FIA is placing huge resources and energy behind the FIA Motorsport Games that will be held at the end of the year at Paul Ricard in France. By turning a multidiscipline event into a nation versus nation competition it gives us a platform that has a much more accessible backdrop. Think of the sports that you will watch at the Olympics that you have possibly never viewed before, or at least in any depth. For the Motorsport Games we will be there with Team UK and will maximise the opportunity to reach new audiences and new media with this compelling new format and event.

Whilst we greet the post-pandemic era of motorsport, we are very focused on what lies beyond and the challenge to everybody in the community to ensure we remain relevant, exciting and accessible to future generations.

Kind regards,

Hugh Chambers

Nankang City Car Cup – New Series Race Report

By Andy & Ben Walkingshaw

Those of you who follow motoring YouTube channels may be familiar with Bad Obsession Motorsport (BOM) and especially their Project Binky – a long-running series fitting a classic Mini with Toyota Celica GT Four running gear. If that sounds like heresy to you, then don't judge it until you've watched; the engineering is superb and the presentation very entertaining.

Last year, like all of us, they were stuck indoors missing a bit of motorsport and considered taking up Sim Racing. However, the cost of a 'good' package runs into the thousands and they determined that they could go 'real' racing for less. Enter the City Car Cup.

The City Car Cup was devised by the BRSCC as a low-cost, entry-level race series open to the mechanically identical triplets of the pre-2014 Toyota Aygo, Peugeot 107 or the Citroen C1. Buy the car (from say £500), buy the kit (£2995) add safety items (say £1500) and you're racing for around £5000 – in theory anyway.

As avid BOM followers and with extra time on our hands, Ben and I came across a 2008 Citroen C1 at work and set out to join the series in 2021. Ben who's just 19 had a couple of track days under his belt but no racing experience. He wasn't one of those karting kids so it was always going to be a steep learning curve.

The car was built over the winter and ready to go but lockdown meant no testing opportunities and, even more concerning, no ARDS tests to secure his race licence. After much searching, we managed to secure a test at Croft in mid-April; just in time for his licence to come through for race one now confirmed for Donington Park on 9th May. However, as lockdown was relaxed, almost every Track Day in the UK seemed to have been instantly fully booked.

So, Ben's first real drive of the car and the first experience of Donington was the 15 minutes of qualifying. This is definitely not the best way to start racing.

In the event, some thirty eight identically prepared little cars lined up on the grid – possibly a record for the inaugural race of a new-series – twenty two of whom were novices under strict instructions to get the mandatory three laps in before going mad and ending up off the track. It was only two laps before the first novice sank into the kitty litter. Fortunately, it wasn't Ben but, in the confusion, he spun his car on the same bend and spent the rest of the race feeling guilty that he had somehow caused the other guy to spin off. It wasn't until we reviewed the in-car that we could see him stuck well before Ben arrived at the corner. Great work from the Orange Suit Crew however got everyone through their minimum laps and the two races of the day were on.

Ben had returned from qualifying not at all sure that this racing lark was for him but after race one he came back with a big smile on his face despite having come last. He'd held fifth from last for most of the race until he lost it on the chicane on almost the last lap and the others got past. In race two he stayed out of trouble at the back to enjoy and learn eventually coming in next to last.

With identically performing cars the racing is always going to be close but it was also very well supervised. Two drivers were disqualified from race two for unnecessary contact. As a new series and with so many novices, the organisers do need to be firm on driving standards right from the start.

Next round is Oulton Park on 19th June and we've secured a testing day there during the week before so we hope to be better prepared.

So, there you go, Ben is officially a racing driver. If you want to go racing, there's not many cheaper options but on top of the car costs you need to budget for getting that licence, entering the series and each race, a race suit, helmet and HANS as well as travel and accommodation so, if you don't have any of those things, probably another £2000 to get to the start line.

At least the little cars are very frugal on fuel.

On The Grid

Racing News



Sam Kirkpatrick was in good form again at Oulton Park with two clear wins. Both can be seen on YouTube.

Next meeting is at Silverstone with the MGCC where he will have the MG ZR in the MG trophy race and the new MG B in the Equipe GTS race.

Eddie Farrell was out in the E type at Oulton as well but seemed to get a penalty for not taking a pit stop. Robert Gate has also been out with

one of his Jaguars - reports please gentlemen?

The **F1 season** is well underway and it looks to be closer than for some years with the Hamilton/Mercedes domination not so evident. Monaco was their worst result for many years. Interestingly the average age of the podium finishers was just 23, the third lowest in history. The other two are only marginally lower by the odd month.

Next up is **Baku** which might not be a good track for Mercedes but we look forward to Lewis and pals taking a knee for the thousands of political prisoners in Azerbaijan! Interestingly Baku is below sea level, will that make any difference to engine performance.?



Jonny Edgar's F3 season with Red Bull backing takes in a number of races on Grand Prix weekends. Success there could lead to GP2 and then who knows? However Helmut Marku is notoriously ruthless with his driver development squad.

Extreme E heads for Senegal in their supposed Climate changing formula. They recent held a PR day to which Prince William attended. In keeping with the theme of the series of visiting remote and inhospitable places, it was held at Knockhill!

Croft Circuit seems on a bit of a downward spiral at the moment. This year sees no rallies, no sprint, no bog bike meetings, no Nostalgia Weekend and only the BTCC of any stature. Perhaps ripe for a MSV take over?

Back to the Future PCT, Blagill, Alston

A superb day's trialing, at the only competition venue available to Fell Side Auto Club, and a broad selection of vehicles was something to like. Add that to a glorious part of the country and some weather that conformed with our requests to the Met office meant that we had some very happy competitors wend their various ways home at the end of the day. Our previous PCT last August saw 15 competitors line up and this time we had the same until one had to withdraw with a poorly Austin 7. We were happy to welcome back some competitors from our last PCT in August 2020 and also some new to the venue including Chris Morison all the way from Edinburgh in his lovely little Liege with a three cylinder Toyota engine running on throttle bodies for the technically minded. David Nicholson came along with his daughter Victoria in their Austin 7, both being no strangers to vintage trials and Keith Dobinson, no stranger to an Austin 7 himself, came along with his X90 and pal Alan. Another new car to try out the venue was David Agnew's self built Austin 7, something of a theme developing here.

Set up was on Saturday and we tried to alter things from 2020 but the venue is also used for sporting trials and the bike trials users had done some drainage work that had caused a large boggy area to develop.



Nevertheless we set up our usual 6 sections and carried out some alterations throughout the day, especially in the wet area as there was a distinct possibility of someone getting permanently stuck. We were short of marshals this time as two had to withdraw due to illnesses and the VSCC had altered the date of their Herefordshire Trial to our date so some others were officiating there.

It immediately became apparent that the boggy area would cause issue with most getting stuck at some point but gradual alteration throughout the day solved that.

We had set the gate widths up very tight and that caused some issues for those with wide turning circles, some marker posts getting comprehensively annihilated. Something more generous next time perhaps. Victoria had decided that punishment from the car jumping up and down was not to be recommended as she had a horse type competition he next day so declined to run. I can vouch for the rough nature of the venue as, writing this some 4 weeks later my back has only just recovered. Unfortunately Alan Bees lovely little MG Midget succumbed to back axle failure. I gather from Alan that it is a hybrid system of Ford diff with the drive

shafts being part Ford and MG. I do hope it's not too difficult to repair. Dave decided to call it a day after Round 3 as he wanted to preserve his car from any damage and Chris Morison started to have gear change issues in the Liege, also retiring after the third round. Alan Bruce was using Keith Dobinson's X90, his very first competition, and certainly appeared to be enjoying the day but again decided to retire after the third round.



Despite the issues with the boggy area a cracking day was had with congratulations to Hal with a very impressive score of 10, some 14 points in front of second place. Talking of which, second went to David Agnew in his recently built and very nice Austin 7 Special. What makes it particularly worthy of mention is that it was David's first every PCT and his cars first outing. He stated beginners luck. Not a bit of it, good driving I recon.

For my part a thoroughly enjoyable day with Sir Baldrick (my Estelle) performing almost faultlessly. I say almost as I had a recurrence of a starting issue that has plagued me for ages and needs to be sorted once and for all. I suspect a starter motor issue at present.



Looking at the results it just goes to show what an effective little vehicle the Austin 7 is all these years on!

Many thanks to all that entered, especially those from other clubs including those who marshaled for us. We plan another later in the year so watch this space!

		Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total
Fred Mills	Marlin	18	23	16	15	72
Derek Reynolds	X 90	33	23	16	15	133
Keith Dobinson	X90	28	11	9	19	67
Alan Bruce	X90	36	29	27	Rtd	Rtd
John Denton	Austin 7	9	8	10	1	28
Howel Clague	Austin 7	7	9	14	0	30
Dave Nicholson	Austin 7	27	28	35	Rtd	Rtd
Victoria Nicholson	Austin 7	NR		NR		
Myke Pocock	Skoda Estelle	11	14	10	18	53
Alan Bee	MG Midget	17	4	Rtd	Rtd	
Hal Branson	Marlin	7	3		0	0 10
Tony Branson	Marlin	28	12	0	0	40
David Agnew	Austin 7	12	7	3	2	24
Chris Morison	Liege	11	3	17	Rtd	Rtd

Venues Wanted

Can you help?

We are always on the lookout for new venues!

For:

Autotests (sealed and grass)

Special tests, tracks or areas of sealed surface

Trials - grass slopes etc

Contact any committee member

If you want to see some in-car footage of the action, search for Ben Walkingshaw on YouTube.

Visit <https://citycarcup.co.uk> for more details

‘Coffee and Cars at Lingholm’

Sunday 4th July 2021

Venue – Lingholm Estate, Portinscale Keswick, CA12 5TZ

Timing 9am until 11am.

By kind permission of David Seymour.

This year there will be no prior booking, just turn up at Lingholm. We suggest an early arrival as there will be a maximum limit of 60 cars on the front lawn of the Hall.

After that number the drive gates will be shut and overflow cars can be placed on the regular car parks.

Please note there are pay and display machines on the outside parking but charging will be suspended until 1pm that day. Parking for our cars will be free.

Lingholm will provide tea and coffee under a gazebo by the house. A suggested donation of £1 a cup will go to the Lingholm Charity for 2021 which is for The Calvert Trust.

Lingholm Cafe is open from 9am but tends to be busy with delays due to Covid restrictions and social distancing so for food be prepared to queue.

Between the hours of 10am and 11am David will open his ‘Motor Shed’ for our members to inspect his collection of cars and automobilia. Here a collection bucket will be provided for donations for those who wish to visit with proceeds going to the Calvert Trust.

As you may know many charities have suffered financially over the past year and your donations will go to a worthy cause.

Any queries by email please to ronpalmer777@hotmail.com

Rose and Thistle 2021 Tour.

Saturday 21st August, the day before our Dalemian Show.

Full details and entry form are available on the events section of the Wigton Motor Club website.

At the time of writing we have 60 entries. Please note the maximum number for this event will be 80 cars so members are urged to get their entries in soon. Entries over this number will go on a reserve list without any guarantee of a start. Entries will close on 7th August.

Any queries please to ronpalmer777@hotmail.com

News Snippets

Governments around the world are busy setting targets to transform their economies so they no longer contribute warming gases to the atmosphere, or more correctly have a net zero contribution.

This will mean phasing out the internal combustion engine and dramatically increasing renewable energy technologies, such as wind and solar.

The UK, for instance, wants all new cars to go electric from 2030. But to switch Britain's 31.5 million petrol and diesel vehicles over to a battery-electric fleet would take an estimated 207,900 tonnes of cobalt, 264,600 tonnes of lithium carbonate, 7,200 tonnes of neodymium and dysprosium, and 2,362,500 tonnes of copper.

This amounts to twice the current annual world production of cobalt (used in battery electrodes), an entire year's world production of neodymium (to make electric motor magnets) and three-quarters of the world production of lithium (battery electrolyte).

Replacing the estimated 1.4 billion internal combustion engine vehicles worldwide would need 40 times these quantities, and that's before the metal and mineral requirements of all the wind turbines and solar farms are considered.



At the moment, metals and minerals are often sourced in countries that are not the main consumers of those commodities.

Examples include graphite. Two-thirds of the total world annual production comes from mines in China. A similar proportion of the world's cobalt comes out of the Democratic Republic of the Congo.

Will we be better off with alternative fuels or hydrogen power?
(Courtesy BBC News)

 35 years promoting Safe and Legal Towing
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 [Westcoasttrailerscumbria](https://www.facebook.com/Westcoasttrailerscumbria)  07725653398
 Steve@westcoasttrailers.co.uk



La Jamais Contente (English: The Never Satisfied) was the first road vehicle to **go over 100 kilometres per hour (62 mph)**. It was a Belgian electric vehicle with a light-alloy torpedo-shaped bodywork and batteries. The high position of the driver and the exposed chassis underneath spoiled much of the aerodynamics. The light alloy, called partinium, is an alloy of aluminium, tungsten and magnesium. The land speed record was established on April 29 or May 1, 1899 at Achères, Yvelines near Paris, France. The vehicle had two direct-drive Postel-Vinay 25 kW motors

Elderly Utterances

The Voice of Experience!

Ron Palmer has his say

In Forthcoming Events elsewhere in Startline are details of our Cars and Coffee meet at Lingholm on 4th July. This is our third event at Lingholm, having missed last year, and we are looking forward to an interesting morning catching up with old friends and are expecting large numbers at this fine venue. As the lawn has a capacity of only 60 cars we advise early arrival as excess cars will need to park in the visitors car park. If you are a late riser on Sundays you may not find space on the lawn.

Entries for the Rose and Thistle Tour on 21st August now stand at 60 and still with almost three months to go. Again I would recommend members who wish to take part get their entries in very soon as I expect a full entry for our maximum of 80 cars. Details and entry forms are on the club website and as most motoring events are currently getting large entries we may have to start a reserve list for the excess.

Along with another 12 club members I recently spent a pleasant day marshalling on the KLMC Targa event at Distington. Whilst we had three club crews taking part on the event there were another four who ended up on the reserve list, three of whom volunteered to marshal instead. Entries had been accepted electronically on the KLMC website from 6pm on a Monday evening. The maximum 65 entry list was full by 6 minutes past six with a further 44 entries placed on the reserve list. Such is the pent up demand for entries on motoring events following lockdown. The organising of the Targa event was slick and our team headed up by Eddie Parsons ran the three passes through our test like a well oiled machine. After arriving at 9am we had cleared up and were away by 6pm. Many thanks to everyone for a job well done.

I had our garage at home built in 1995 and equipped it with fluorescent lighting which did the job adequately for some years and in fact some of the original tubes lasted for 25 years. Anyway with the passage of time my eyesight is no doubt fading and perhaps the lights weren't as effective as before as I had found it necessary to buy a free standing light to help dark areas. A friend mentioned trying some LED fittings and what a transformation there has been! Now the lights come on instantly with none of the start up flashing of the old lights and there are no dark areas. I cannot recommend the new lights highly enough to anyone suffering from poor lighting.

David Agnew and Rob Grant organised a well attended Auto test at The Motor House and on The Moota site courtesy of Keith Graham. After a long two years and much work headed up by David the clubs HQ is now nearing completion and what a great facility it has become. It will be the nucleus for so many of the clubs activities including the Autotests, starting and/or finishing point for club runs, social meetings, BBQs, committee meetings etc etc. If you haven't yet been along for a look do so soon. So many first time visitors have been pleasantly surprised by what they have seen

Ron.

Rallying News

From stages, tests and roads!

With no events for more than year and pent up demand (and no doubt some surplus finds!) demand for places on any sport of motorsport is high at the moment. Actually getting entries is a problem as just about any event will get demand from club crews right up to expert national ones. A single venue event at Three Sister at Wigan was won by a Fiesta R5 - hardly the sort of car you would expect to see on a clubby single venue rally. The Neil Howard Stages at Oulton Park had a full 150 cars with a third of them being WRC or R5 type cars. Will club level competitors in self built and run cars be frozen out?



The **WRC** is very tight at the top with the Toyota and Hyundai teams closely matched and so far the events have all run. The two young M Sport drivers have huge potential for the future but need a season or two's experience. It's a pity that the TV coverage only features the eight works cars, you wouldn't think there were any other cars taking part, not even an overhead shot of the size of the service area. That can't be good for the sport.

I see the weird **Extreme E series** held an open day and invited Prince William along. As the events are held in remote and God forsaken places the open day was held at Knockhill!

The popularity of **targa events** is growing greatly as stage events become fewer or more costly. The problem is that people are now building what are effectively stage cars for targa events. This will undoubtedly lead to more damage to venues and their subsequent loss. The speeds that some cars are doing on tests is now quite high and it must only be a matter of time before there is a big accident and MSUK literally put the brakes on.

M-SPORT CAREERS



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

May Autotest/PCA

Pos	Driver	Car	TOTAL	Class	
1	Craig Stamper	Saxo	750	AT F	1st Overall
2	Robbie Wozencroft	MX5	773	PCA R	1st in class
3	Dan Grierson	Citroen C1	775	AT F	1st in class
4	Stuart Moffat	Micra	789	AT S	
5	Ian Wozencroft	MX5	808	PCA R	
6	Paul Grierson	Citroen C1	830	AT F	
7	Bob Hargreaves	BMW	833	AT R	1st in class
8	Drew McLean	MX5	844	PCA R	
9	Peter Masters	Suzuki Alto	848	AT S	1st in class
10	David O'Connor	MX5	851	AT R	
11	Roger Pope	Mini	852	AT F	
12	John Holliday	MG BGT	869	AT R	
13	Ian Maxwell	MG B	872	AT R	
14	Rob Iveson	Ford Ka	885	PCA F	1st in class
15	Jacqui Iveson	Ford Ka	899	PCA F	
16	Joe Crutenden	Focus	903	PCA F	
17	John Sloan	Escort	911	AT R	



Speedy News

News from the Hills and Circuits

As we revive the Speed series, the results of WMC members whose cars have Team Wigton stickers on, on the best four results from the following six events.

June	12th	Barbon
July	3rd	Barbon
July	25th	Three Sisters
September	16/17th	Harewood
October	2nd	Kames

Please note that places on these events will be in demand so enter as soon as the forms appear.

Overall Championship event scoring will be on ranked best time, with the highest placed driver awarded Twenty Five (25) points, and subsequent ranks scored on a diminishing integer scale. Event drivers who are not registered Championship entrants will be ignored.

Championship Class event scoring will be on ranked best time with the highest placed driver awarded Ten (10) points, and subsequent ranks scored on the following diminishing scale : 8, 6, 4, 3, 2, 1. Event drivers who are not registered Championship entrants will be ignored.

Championship Classes

Road Going Production & Road Going Specialist Production Cars

- R1 Saloon and Sports Cars up to 1400cc
- R2 Saloon and Sports Cars over 1400cc
- R3 Saloon and Sports Cars over 2000cc
- RS1 Road Going Specialist Cars up to 1400cc
- RS2 Road Going Specialist Cars over 1400cc
- C1 Classic Cars up to 1500cc
- C2 Classic Cars over 1500cc

Modified Limited Production & Modified Specialist Production Cars

- M1 Modified Saloon Cars up to 1400cc
- M2 Modified Saloon Cars over 1400cc and under 2000cc
- M3 Modified Saloon Cars over 2000cc
- M4 Modified Sports Cars up to 1400cc
- M5 Modified Sports Cars over 1400cc

Competition Cars

- S0 Sports Libre Cars
- S1 Racing cars up to 1100cc
- S2 Racing Cars over 1100cc

Classes will be merged to suit the number of competitors.

Classic Column

There is currently a campaign for cars over **30 years old** to get exemption for road tax (VED). This would mean pre 1992 cars at the moment. Is thirty years old enough to be a classic? Undoubtedly for some hot hatches and sports cars but perhaps doubtful for others..... What do you think?

Jaguar Land Rover seem to be digging themselves into a big hole and creating negative PR with their campaign against the Swedish couple who made a replica C type. It's already cost the couple over half a million in legal fees . JLR have over the years supported the building of replicas of past racing cars and even sponsored a race series for them but under the new management they have taken a very aggressive attitude.

Now they seem to think they have copyright on the shape of the E type and have implied that if you take a photo of your E type and then sell the image, you are breaching their copyright! It sounds bizarre but the JLR legal team seek to think they are in the right.

They seem to think that having the fared in headlights makes the shape unique but there are many examples of that shape that predate the E type, even to a pre war BMW and post war Alfas and Cisitalia. It's created huge reaction in the Jaguar clubs, but perhaps Jaguar now wish to look for a different type of owner?

There are quite a few classic shows starting up this month again so hopefully there will be a good turnout. Sadly some, particularly in Scotland (like the Moffat one) have already been shelved.



Cumbria Classic Weekend

August 21st/22nd

Rose & Thistle Challenge

&

Cumbria Classic & Motor Sport Show

Featured marques: MG, Toyota and Cobra

Have you entered yet?

Andy's Armchair

Andy Armstrong takes an irreverent look at motoring and motorsport

I was glad to see that our esteemed editor felt the same as me about the Extreme E event shown a few weeks ago on television. I agreed with everything he said but would like to add that anyone who's ever been in a dry forest stage could have told the organisers they were in for trouble, simply as if you're behind you can't see a thing for dust so a race becomes a procession. You'd think a series that must have a multi million pound budget would have someone involved who could have pointed that fact out!

There was of course one plus which came from the above debacle, namely it made the Formula E circuit racing look almost worth watching. I've always thought the weakest aspect of these events was that they insist on racing on temporary street circuits which look awful and have no run off areas so the smallest mistake brings out a safety car or red flag. Well we recently had a break with tradition when the electric circus rolled up for a couple of races at the permanent circuit of Valencia (a Moto GP favourite). Things looked promising until they showed you the lap and you realised that even now they were determined to wreck the show by adding a couple of totally unnecessary and totally ridiculously tight chicanes, effectively ruining a track which works perfectly well in its normal form. Anyway it was worth a watch until, you've guessed it, the artificial changes resulted in spins, shunts, offs and blocks which brought out numerous safety cars. I kept watching though as the actual racing was better, or was it? As the cars entered the last lap many started slowing down and coasted to a halt as due to all the safety cars they'd used up all their battery power and the race effectively petered out with a "no hoper" crossing the line first, Winning by the rule of "last man standing".

I assume that one of the reasons for E racing is to encourage the public to think about giving up "Satan's" fuel and change to the clean alternative. Fair enough, but I suggest that as my main concern has always been that of "range anxiety" what happened in Valencia was a decided "faux pas" in their advertising philosophy, and brought back to mind the vision of dozens of electric cars grinding to a halt on a motorway after having to deal with an unexpected hold up, which, let's face it isn't that unusual an occurrence. You can only hope this scenario doesn't happen on a so called Smart motorway where the refuge areas aren't going to provide the amount of room such an event would require in order to allow those still moving to continue their journey safely.

Talking of motorways was reading that the new ALKS (Automatic Lane Keeping System) may become legal in the none to distant future. Seemingly this is designed to allow a car to drive autonomously along a motorway lane at speeds of up to 37 mph, yes you read that correctly.

Anyway in conclusion, let's imagine it's a dark cold winters night and you're driving down a smart motorway at 70 mph after a long hold up. Suddenly cars around you start to slow, presumably as batteries are empty, their lights go out. Refuges are soon full, cars grind to a halt in all lanes, you are left slowing down and negotiating ever increasing numbers of chicanes as cars stop and their passengers leap out and head for the safety of the nearest grass verge. You survive this, the road clears, you speed up and even relax a little only to almost pile into the back of a car motoring along without an active driver in the middle lane at a steady 37 mph, a speed you'd probably get pulled up for doing by the police at the moment by the way.

So there you are that's progress for you, thank goodness we're about to make so many improvements!

Ends AA.

Events of Interest

Club, Regional and National

June

12th LMC Barbon Hill Climb

27th **WMC Border Heritage Run starting from Houghton Hall**

July

3rd LMC Barbon Hill Climb (Nat)

3rd Lombard Rally Newcastle at Brunton

3/4th M Sport Stages in Greystoke for M Sport built cars.

4th **WMC Lingholm Breakfast Meet**

11th SMC Classic Car Run from Brampton

11th KLMC Cars The Star Show at Holker

14th **WMC Pub Run**

18th HDMC Northern Dales Targa Rally

18th WCMSC Rally Test at Oldside

24th RSAC Scottish Rally

August

21st **WMC Rose & Thistle Challenge Tour**

22nd **WMC Cumbria Classic & Motorsport Show**