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Huddersfield Motor Club Sept. Special 2018 Newsletter

www.huddersfieldmc.co.uk



Electronic Newsletter E49.

Expanded edition, with Full Blyton Report.

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*There's always a chance to expand you literary career
and submit some words of wisdom.*

A page could be reserved just for YOU!

**See you at The Flower Pot WF14 8NN
Map 110: 203191 every Monday at 9.00pm.**

Monday Night Events

Watch this space.

Your Committee previously resolved that the schedule of events would be defined as early as practicable in the year.

This that has not been the case – if you have any thoughts, please contact a Cttee. Member ASAP.

Hillclimb News

Harewood

To come: Sat/Sun 15/16th Sept.

2018 – Dates to follow.

Scammonden

2018 – Dates to follow.

Marshals are always needed – contact Stuart Holland.

Huddersfield Autojumbles

30th Sept., 28th Oct - Commercial Rally, 25th Nov., 30th Dec - Xmas Do.

Blyton 2018 - Dates for your Diaries

Test Days - Monday 17th Sept.

Blyton 30th July Challenge – YAA.

With cans & buckets now counted, our 962 Laps and 1,423 miles raised a total of **£961-75** and with Gift Aid of **£102-50** added, a Grand total of **£1064-25** for the Yorkshire Air Ambulance Appeal.

Well Done everyone.



This Certificate is Awarded to:

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Who Raised

£961.75

For The Yorkshire Air Ambulance Charity

Thank you for your support


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Patron, Yorkshire Air Ambulance


Peter Sunderland MBE, DL
Chairman, Yorkshire Air Ambulance

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HRH The Duke of York, KG

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www.yaa.org.uk

So how did we achieve this result? – here is David Bland’s report of the day

3rd HMC/Blyton Charity Challenge 30th July, 2018.

As you probably know, the beneficiary for this year’s Charity Challenge is the Yorkshire Air Ambulance. We were given an introduction to the work of the Charity by one of their representatives back in November. This was a most instructive evening, but I remember being surprised when, during question time at the end of the talk, the rep. couldn’t answer Graham’s very basic question, “What kind of engine do your helicopters run?” The rep. had obviously not addressed a motor club before.

Anyway, the day of the Challenged dawned grey, damp and chilly. It was unique in the annals of the HMC/Blyton days, in that Jackie and I arrived in time for the briefing...by 1 minute. We found the gathering sitting in a stunned silence. All the jokes about “the late Mr. Bland...” etc had been told already, and yet here we were in the very flesh!

Unusually for this event, the turnout of drivers was noticeably reduced. We mustered around 16 cars. This indicated that a serious effort was to be made if we were to reach the 1346-mile target.

Richard (Usher)’s comprehensive and amusing briefing indicated that we were to use the Outer Circuit all day, and warned the drivers that during the expected morning rain, the track would be unusually slippery. The reason for this was that some days previously a Porsche had thoughtfully sprayed the complete course with oil from its gearbox.

The rain arrived at 10.00am, just as the event kicked-off. And Richard’s prediction of a slippery track also proved to be correct. In fact, the track was devilishly, inconsistently slippery. Sometimes a given part of the track would prove surprisingly grippy on one lap, and on the next lap the car would be sliding around in all directions! However, the drivers persevered, and about an hour later, the track began to dry and grip was gradually restored.

Richard has always been a good friend to the HMC, and as usual he blasted in a very useful contribution to the lap total in 2 cars, a racing Ginetta and a rally-cross (BMW) Mini, completing 41 laps (61 miles) before business demanded his presence elsewhere.

Running through the entry list, in no particular order, I will attempt to fill-in the details of the event and give a flavour of the day.

The red MNR was piloted by Dave Wright, and co-piloted by his son James. This combination proved to be unbeatable. Dave and James are very enthusiastic exponents of the endurance event and were to be seen blasting ‘round the track at every opportunity. The MNR ran almost faultlessly, only

spoiling its record by breaking a throttle return spring. This was rapidly repaired and the team went on to record the highest number of laps completed in the day. i.e. 118, or 176.64 miles. And James was with his dad for every lap. A remarkable feat.

The “2-seat space-frame bike-engined track car” (a 4-wheeled successor to his MEV trike) of Kev Wright is usually up there with the fastest contenders, but this day proved not to be one of its best. During the morning session the paddle-shift became troublesome. The problem was rectified by careful adjustment, and the car returned to the track. However, later in the day, 6th. gear started to produce a strange noise and Kev. finally retired the car with a disappointing 26 Laps completed.

The blue Sylva Fury (AKA The Lulu) was driven on this occasion by Andy Taylor. As you probably know, Andy had a bad accident recently at the Aintree Sprint. He was lucky to emerge from the wreckage relatively unscathed. His car, a Caterham Superlight, was not so fortunate, and is now in a very sorry state. As it will be some time before it is some restored to full health, he borrowed The Lulu to enter the Challenge. After a few steady laps to get used to the car, Andy was soon throwing her around the track con brio, and was seen frequently to be swapping track positions with The Lulu’s stable-mate, the venerable Marlin Roadster. He commented that he particularly enjoyed the sharp steering and the rather vintage phenomenon of being able to steer the back end of the car by judicious use of the accelerator pedal.

Despite a number of distractions, including being stung on his back by a wasp while rounding Bunga-Bunga, he managed to complete a very respectable 69 laps (102 miles). (Stuart, wearing his special yellow medic’s hat, extracted the sting).

Mike Layton in his Toyota MR2 showed a welcome return to form after having his last 2 Blyton days rather spoiled; firstly by a spirit-dampening indisposition, and secondly by an entanglement with a 30-ton truck on his way to the track.(!) In conversation, his enthusiasm for the day shone from every pore. He completed 86 laps (127 miles) and will dine out on stories of harrying Richard’s Ginetta for many a year!

Steve Wood of the North Yorkshire Lotus Owners Club similarly clocked up a very creditable 75 laps (111 miles) in his Lotus Elise. Next we have 2 newcomers to the event, George Helmes (BMW) and Mark Bottoms (Porsche 996). These are friends/neighbours of Stuart, and were finally persuaded to have a go when in conversation with him recently. They presented an impressive sight and sound as they got into their stride and the silver cars chased each other at high speed along the straights. George collected 48 laps (71.04 miles), despite his old tyres, and Mark scored 49 laps (72.52 miles). They both enjoyed the event hugely and are looking forward to further MHC/Blyton Test Days.

The very special motorcycle-engined (Honda R1) Lotus Elan of Doug Weal is always impressive but can sometimes spring surprises for those not previously acquainted with its performance. Certainly one of the younger drivers was lulled into thinking that Doug's necessarily tentative progress through the morning's rain represented the limit of the "quaint old car's" performance. Needless to say, his illusions were rudely shattered in the warm, dry conditions pertaining during the afternoon runs.

Bill and Carol attended with their distinctively presented classic Westfield. The car has recently been fitted with a brand new 1600cc. Zetec engine and a new short-throw gear change assembly. This combination has rendered the car more driveable and more suitable for the speed event sprints and hillclimbs, which are its habitual activities. Due to Carol's business activities, they started their runs from the late morning. During the afternoon Andy was re-united with his old car and much enjoyed testing-out the new engine, joyfully careering around the track with Carol as passenger.

Unfortunately, the Gremlins were not to be left out, and decided to interfere with the up-start modern technology and accordingly cut out 2 of the coil packs, bringing the day's activities to a premature close. Despite the depredations of the Gremlins, in total the car contributed a useful 29 laps (42.92 miles) to the kitty.

Terry and Robin joined the Challenge, sharing Terry's MG F. The car ran faultlessly and contributed a very creditable 79 laps (116.92 miles). Their individual score of laps was close, despite their very different styles of driving. Terry scored 42 laps to Robin's 37.

This was Ryan Colgan's first solo appearance in the Challenge; he usually shares a car with Jimbo, his friend from the Northern Roadsters. For the 2018 Event, he brought his Peugeot..... and piloted it to a very creditable 69 laps (102.12 miles).

The Jedi of Grahame Harden is a sight to behold. It's like a tiny jewel. Just to make sure that it has a sufficiently high power/weight ratio, its R1 engine has recently been fitted with a variable turbocharger. Grahame joined the event with the intention of testing the car, and despite its huge speed potential, drove with great consideration. While I was on the track in the Marlin, he twice materialised behind me on the approach to Bishop's. But, in compliance with the standing orders, waited patiently behind until the straight between Twickers and Jochen before overtaking. A true gent. He was credited with 16 laps (23.68 miles).

Steve Wood (HMC) brought his very smart deep red MX5 to the party and this time he shared the driving with David Hargreaves. I know this, because as I tried to overtake him on my last and fateful lap, I noticed that the driver was wearing a much darker helmet. What I don't know is how the lap total was shared between the 2 drivers. For next year, perhaps we can persuade all entrants to adopt the identity numbers provided(!) Whatever, the car's

total was a very respectable 69 laps. (102.12 miles). The question remains...did Steve perform his traditional spin at Bishop's this year? (Yes he did, but only one this time.)

The Challenge has become the annual outing for my old red Marlin Roadster. Despite the fact that it's very rarely fired up between the events, the Marlin has proved to be extremely reliable. During the run, the limiting factor for the outfit's mileage total was the driver, not the machine. About half way through the run, I started to get cramp in my legs. The Marlin is a short-wheel-base model, and that means a bent-knee driving position. The condition worsened until I had to pit to stamp up and down for a while, and perform (badly) some rather embarrassing leg exercises as instructed by Jackie. In addition, Terry told me that if I didn't get a move on, then we wouldn't beat last year's total and anyway, Dave Wright was well in the lead. So nothing daunted, I fuelled-up and re-entered the fray. Much later, not knowing the time but aware that the shadows were growing longer, I noticed that a small group of spectators had assembled on the timing hut mound. They were waving their arms in the air every time he started a new lap. I interpreted this as encouragement to go faster, but the snag was that the cramp had returned and was getting worse. So bad in fact, that pressing the pedals was becoming so painful as to be near impossible. The only solution was to drive around the track in top gear almost everywhere except for The Wiggler.

As I exited Lancaster for what was to be the last time, I saw Steve's MX5 (being driven by someone in a dark coloured helmet) and moved over to overtake. As the Marlin drew alongside, I felt the accelerator pedal drop to the floor! The engine slowed to idle and I selected neutral. I knew at once that the throttle cable had failed. The Marlin freewheeled to the Wiggler and passed between the bales into the Curve Grande where I pulled up, leaving the engine running. The fire marshal stationed at the Wiggler ran up to see what the matter was. I decided that the car might be able to make it back to the paddock at tick-over. With a helpful push from the marshal, the Marlin managed to run as far as the straight where the track rises towards Twickers before slowing. So, before the engine stopped, I got out of the car and walked alongside, steering the car back to the trailer. The Marlin had managed keep running right to the end. And so nearly to success! So near but so far... It turned out that The Marlin had completed 117.5 laps (173.9 miles). Coming second to Dave and James Wright who completed 118 laps (174.64 miles). An epic contest if ever there was one!

But it was a great day and a terrific effort by everyone concerned. The final total was 1,424 miles, 78 miles more than last year. The greatest thanks are due to everyone who made the Event possible, particularly to Ted and Pat who kept the tally of laps, and who demonstrated such an amazing level of commitment and concentration throughout the day.

And finally, many thanks to Vanda whose tireless work kept the teams' body and soul together and who so kindly donated her wonderful home-made cakes!
I can't wait 'til next year!

David Bland (with help from Stuart for facts and Jackie for pics.).

Further Reflections on the Event.

I think that one of the great features of this event is that, like all endurance events, the stories are so personal to each participant. The cars differ widely and the background, experience and motives of the drivers are also fascinatingly diverse.

The result is not only down to the skill of the driver or the specification and cost of the car, but also to determination, perseverance, experience and sheer luck. For example, the aforementioned silver BMW and Porsche cars made a very impressive visual and audible spectacle as they chased each other around the track at high speed.

On the other hand, the old kit cars, though by comparison of very much lower power, (and relatively cheap) are physically very demanding to drive quickly for an extended period. Each presents a very different but equally fulfilling challenge.

After a protracted warm-up, The Lulu might make a solid 100mph before slowing for The Wiggler. But because of the 1970's spec. brakes, the driver feels like Fangio if he powers out of the chicane, on the limit, but faster than on the last lap. And that's despite the affectionate warm glow of the heat-soak penetrating her body panels from the side-mounted exhaust that seems to disappear at times of intense concentration.

And as for luck, how about being stung between the shoulder blades by a wasp while rounding Bunga? Or blowing 2 brand new coil-packs? Or braking a throttle cable?

Another example is the disastrous aerodynamic condition of the Marlin. It has a flat windscreen and no side screens. As in sailing, the driver is always conscious of the direction of the wind. The buffeting effect of the slipstream at high speed is always noticeable, but if there's a strong cross-wind, then the buffeting can feel like a repeated blow to the side of the head, as if the wind is trying, playfully, to knock the driver's head off. And the wind can create strange and alarming sound effects. I habitually wear an open face helmet with a Perspex visor, so the noise from both inside and outside the car is both louder than with a full-face helmet, and more inconsistent. During the first half of the Challenge, a particular phenomenon happened on each lap as I pulled out of Binga-Bunga and reached peak revs before changing into top (4th) for the run down to Port

Vite. Suddenly a series of loud bangs that seemed to fill my helmet issued from underneath the left hand side of the car. It sounded as if the back axle or at least the silencer was about to fall off. When I changed up and turned the car left through Vite, the bangs disappeared. Of course I checked the car at the next pit stop, only to find that the axle and exhaust were as uncompromisingly solid as when I checked them the day before the event. In the afternoon, this effect disappeared from the southern end of the track and reappeared at the northern end, on the approach to Jochen. The wind direction had changed over the lunch break. Character building. Everybody should have one.

DB.

Closing Down Sale.

Coopers Garage of Cleckheaton to close after 60 years.

After at least 6 decades of continuous business, Cooper's Garage of Cleckheaton will soon close its doors for the last time. The current incumbent, John Cooper, is retiring and so many of the assets of the business are for sale.

But before we get onto that, a very brief history of the garage might give a sense of how significant a presence the business was in Cleckheaton. It was opened in the 1930's by John's father, Mr. Henry (known as Harry) Cooper and his brother. From the start, it was a distributor and repair garage for Austin cars.

The business was located in the centre of the town, near the Memorial Park and the bus station. The garage was originally a single storey building but as the business grew, an upper floor, stone gable ends and an impressive stone façade were added.

The ground floor comprised a showroom, workshops, and a covered forecourt for the petrol pumps. The upper floor also accommodated a workshop; access for the cars being gained via a gigantic compressed air operated lift (!)The new building had a large name board, elegantly inscribed "The Spensborough Motor Agency" over the showroom windows. During the early 1960's, the business was again out-growing the original site, so an extra workshop and showroom was built in Westgate, next to Wadsworth's Broomfield Mills in Moorbottom.

In 1978 the Austin dealership was incorporated within a local Morris dealership, and so Cooper's garage took on a concession for Renault cars. The official Renault dealership closed in 1984, and the garage has been independent until the present day.

Over the 60-odd years of its existence, Cooper's Garage has witnessed great changes in both the motorcar and in society as a whole. In the 1930's, despite the great economic recession, Cleckheaton was still a centre of industry. Many of the large companies in the area serviced the surrounding heavy woollen industry and had been founded in the previous century. In particular, there were many engineering firms that built the various machines needed for the textile mills. For example the wire-drawing mills. These were originally formed to produce essential components for the wool carding process, and became manufacturers of wire and cables for every conceivable application.

And, of course, there was Mintex, the company that exported automotive brake and clutch linings right across the Globe. (By co-incidence, Mintex started making friction linings in Cleckheaton in 1908, and the Cleckheaton operation was closed earlier this year, 2018.)

The closing of Cooper's could be said to mark the closing of an era.

Items for sale.

As you might expect, the garage inventory includes a large number of used Renault spare parts. These include:

Plastic bumpers, front and rear. Very many examples.

Headlights

Exhaust pieces

Steering racks

Gearboxes (late '70s – late 80's)

Rolling Clio shell, black, with interior, seats, wiring etc. All except drivers door. Very good condition, low mileage.

Clio engine, Code No. K9KT766. Diesel, turbo, low mileage, very good condition. All ancillaries, but no cat. £395.00.

Equipment.

Classic Tecalemit dynamic wheel balancer. C/W 4 stud, 5 stud and multiple stud adaptors. Single phase. Works very well. Real classic machine.

Axle Stands, 3 pairs.

There are many other Renault parts, hand tools, etc. that may be of interest.

If you are looking for some hard to find item, contact:

Mr. John Cooper, Coopers Garage, Westgate, Cleckheaton, BD19 5EJ.

Tel: 01274 872354.



Early days.



Aerial pic of Coopers Garage in Westgate, probably early 1980's.

DB.

Jersey Hillclimbing - Bank Holiday August.

This year the sprint on the Friday was cancelled so we went over on the Ferry on Friday morning.

However they fitted a new hill in the slot ...Mont Pinel ...but it was too late in the day for us to change arrangements.

So Saturday and Sunday was taken up with the same hill over the 2 days at Greve de Lecq.

Organised superbly by the classic vintage & modern racing club of Jersey it's a fabulous event.

Marshalled by the Silverstone contingent organised by Alan

It's a very well organised hillclimb.

Lunch is provided each day, the restaurant is by the sea adjoining the paddock, food superb....

Evenings are extremely wine sociable..... and the food is excellent.

The hill itself is fast but unforgiving as I found out this year, clipping the foam barrier but I still took 1.5 seconds off my time from last year and won my class....

Richard had his Lotus Cortina Mk1 which he campaigns in the historic saloon car championship, it was his first hillclimb experience...class win.

David brought his C type Jaguar over and was blisteringly fast and his sideways antics were crowd pleasing ...winning his class and Ian joined in with his Mini having set some very impressive times for his first visit.

We have 7/8 runs a day.....

We all enjoyed it so much we're booked in for next year.

On Monday there's Bouley Bay Hillclimb which is organised by a different club. We will be entering that, the boat leaves at 930pm so we have plenty of time...

Roll on next year...there's also an event in June ... have a look on the website. I will post all contact details later.

Enjoy the fun with us next year.....

Contact details for Jersey.

Classic Vintage and Modern Racing Club of Jersey.

Event Liaison officer: Simon Baudains.

Simon's a personal friend & is extremely helpful if you need any info, call me and I will put you in touch directly.

They attend Stoneleigh with a stand hopefully they will confirm this for 2019 later.

.....
Bouley Bay.....

Jersey Motorcycle and light Car Club.

.....
Travel arrangements....

Carole 01534 877727

Email <mailto:info@icsjersey.com>

Carole will book your rooms ferry and is very helpful.

Michael McErlain

Rally Marshals Column.

Want to help on a motor rally ?? Easy ! Anyone can become involved, and without prior training, but the MSA does provide local-ish training for those who wish to become more proficient in the sport. Motor sport will not continue without the help and support of ordinary club members throughout the country, who have the time and interest to personally assist in running motor sport in the UK. If you would like to be involved, all you have to do is drop me an email, and I will take you through it.
tedandpat@tedandpat2.plus.com

Any further info on any of the following events can be obtained from either me, the rally web site, or the stage commander requesting the assistance. The following may not be in date order. If anyone needs any further info, please email me **at tedandpat@tedandpat2.plus.com** or ring 07778 241170.

2018 Listings below:

Please remember that I have taken these from various other fixture lists, and that it is possible that some dates may alter, so please check for alterations before booking time off etc.

Club events in red.

Marshals previously attended in green.

Sept

8/9

Galloway Hills Rally

13-15/9

Isle of Man Rally. RAC

17/9 Blyton test day
29/9 Trackrod Rally Yorkshire BTRDA

Oct

4-7/10 WRGB WRC
12-14/10 Mull Rally
20/10 Devils Own Classic. N Lancs
28/10 Cheviot. Otterburn

Nov

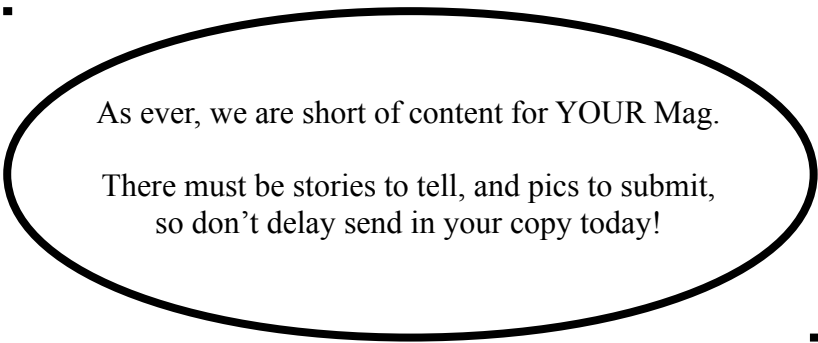
4/11 Malton Forest
8-11/11 Rally of the Tests Classic

Dec

1/12 Grizedale.
? /12 Le Jog Classic.

Ted.

■



■

Martin Walker has written an informative article about his building of a Strip LED Tacho/Shift light for less than £15. It's a large file, so if you'd like a copy, please contact the Acting Editor.

I can't be bothered to do any more **Acting Ed.**

Classified

If any member wishes to advertise, just ask, it's free.

Wanted

NEWSLETTER EDITOR, Apply within.

Website The HMC website is one of the best motor club sites around and continues to get better, see www.HuddersfieldMC.co.uk, If you have anything of interest, please mail it to the Webmaster via the site or see James Hargreaves.

Useful Club Information: -

President	- Graham Coates - 01924 493635	- graham-coates@tiscali.co.uk
Chairman	- Andy Taylor - 07515 879888	- caterhamsuperlight@gmail.com
Treasurer	- Lindsay Coates - 07786 155051	- lindsey-coates@tiscali.co.uk
General Secretary	- Stuart Holland - 01484 646403	- stuartholland_18@yahoo.com
Competition Sec.	- Graham Coates- 01924 493635	- graham-coates@tiscali.co.uk
Membership Sec.	- B.Hollingworth - 01422 245825	- b.hollingworth@talktalk.net
Press Officer	- Volunteer Awaited	
Newsletter Editor	- THIS COULD BE YOU	- stuartholland_18@yahoo.com
Chief Marshal	- Ted Collins - 01422 247784	- tedandpat@tedandpat2.plus.com
Child Protection	- Pat Collins - 01422 247784	- tedandpat@tedandpat2.plus.com
Yorkshire Captain	- Graham Coates- 01924 493635	- graham-coates@tiscali.co.uk

Newsletters are now published monthly, there are no strict deadlines – keep your items pouring in.

Huddersfield Motor Club wishes to point out that opinions and comments in this newsletter are not necessarily the views of the committee or of the Huddersfield Motor Club Ltd.

Mentioned in this Newsletter?

If you are listed or advertise in this Newsletter and there is an error in Telephone Number or Email Address etc, then please contact the Acting Editor to arrange a correction - if we aren't told, we don't know. The remedy is yours.

If a mate has shown you this Newsletter, and you're wondering why you don't receive it – please make sure we have your up to date email.

Likewise for committee members, if you don't advise a change of email address, your Minutes can't get through.

This bit of space is still reserved
for *your* contributions,

David **Baumforth**
the corridor gallery

**Low Garth, Pickering Road East,
Snainton, Scarborough,
North Yorkshire, YO13 9AF**

Tel: **01723 850 255** (*Viewing by Appointment*)
email: **baumforth@lowgarth.fsnet.co.uk**
web: **www.davidbaumforth.co.uk**



**Motorsport
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Baumforth is an internationally respected landscape painter, who will also take commissions on equestrian, canine or feline subjects along with his other long-term passion and competitive pursuit, Motorsport.

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Huddersfield Motor Club ... one of the best websites around !

www.huddersfieldmc.co.uk

Includes information about membership, social and sports events, photo galleries, and regular meetings.