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# Huddersfield Motor Club January 2019 Newsletter

www.huddersfieldmc.co.uk



## Electronic Newsletter E52.

Here we are in 2019. Book your place(s) now for the Annual Prizes Dinner, see page 7. Membership renewal now due, the Renewal Form is to be found on page 13, Or on the website.

**Monday Events, - Sunday Special see 30<sup>th</sup> Jan. Tractors Museum, Hillclimb News, Blyton, Announcements, page 4.**

**Ted's Marshal's Column, page 5.**

**Prize Giving Dinner, page 6.**

**Motorsport with David Bland, page 8.**

**Membership Form, page 13.**

**Contacts, page 14.**

*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**

10<sup>th</sup> Dec, Quiz (Andy H.) Won by James Baxter; **Sunday 20<sup>th</sup> Jan**, David Brown Tractor Museum 10 for 10.30am PLEASE ADVISE RHIAN LILES if you wish to attend; 2 Scatters promised – Gavin Wright and Luke Powell; Stadium A/Ts – 13<sup>th</sup> May, 10<sup>th</sup> June, 8<sup>th</sup> July & 12<sup>th</sup> Aug; Golf Simulator to be investigated (T&PC);

### **Hillclimb News**

#### **Harewood**

2019 – Sun 24<sup>th</sup> March Practice Day; Sun. 14<sup>th</sup> April; Sat/Sun 11/12<sup>th</sup> May (Nat); Sat/Sun 1/2<sup>nd</sup> June with Vintage on the Saturday; Sat/Sun 6/7<sup>th</sup> July (Nats); Sat/Sun 3/4<sup>th</sup> Aug; Sat/Sun 14/15<sup>th</sup> Sept.

#### **Scammonden**

2019 – Sun 19<sup>th</sup> May MGCC; Sun 21<sup>st</sup> July Mid Chesh; Sat 7<sup>th</sup> Aug Pendle.

Marshals are always needed – contact Stuart Holland.

### **Huddersfield Autojumbles**

28<sup>th</sup> Oct - Commercial Rally, 25<sup>th</sup> Nov, 30<sup>th</sup> Dec - Xmas Do.

### **Blyton 2019**

All Mondays – 29<sup>th</sup> April (After Easter), 24<sup>th</sup> June, 29<sup>th</sup> July & 16<sup>th</sup> Sept.

Long time stalwart of HMC, Colin Hayes  
**sadly passed away in the early hours  
of Tuesday 3<sup>rd</sup> November at the age of 82.**

**Club Badge Bar & Grill Badges are now  
available, £25 – Contact the Secretary.**

## **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.

### **2019 Listings will follow 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.

20/1	HMC Visit to David Brown.
10/2	Riponian.
16/2	Cambrian Rally
16/2	HMC Annual dinner
17/2	Jack Frost.
9/3	Malcolm Wilson
16/3	Border Counties.
23/3	N W Stages.
23-24/3	York MC Classic
14/4	Ilkley Jubilee
21/4	Warcop Stages. NHMC.
27/4	Pirelli

More next month.

**Ted.**

**Annual Prize Giving Dinner**  
**Saturday, 16<sup>th</sup> February 2019**  
**6.30 for 7.00pm.**

**Dewsbury & District Golf Club**  
**Sands Lane Mirfield. WF14 8HJ**

**Starters**

Tomato Soup  
Garlic Mushrooms  
Chicken Liver Pate

**Mains**

Carvery  
Featuring Beef, Turkey & Gammon  
Vegetarian option available

**All served with Seasonal Vegetables**

**Desserts**

Strawberry Cheesecake  
Chocolate Brownie & Ice Cream  
Cheese Board

Tea or Coffee

£18.00 per head

**Complete your booking form (page 7) without Delay**

**Huddersfield. M.C.**  
**2018 Prize Giving Dinner.**  
Saturday 16<sup>th</sup> February 2019  
Dewsbury & District Golf Club  
Sands Lane, Mirfield.  
WF14 8HJ

£18.00 per person

Name .....

Total Number in group .....

**Starters** (No of)

Tom Soup .....

Garlic Mushrooms .....

Chicken Liver Pate .....

**Mains**

Carverey .....

Veg. Option .....

All served with seasonable veg.

**Desserts**

Strawberry Cheesecake .....

Chocolate Brownie .....

Cheese Board .....

Cheques payable to **Huddersfield Motor Club Ltd.**

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## **Motorsport with David Bland.**

I hope you enjoyed last month's tale from the Javelin Sprint Series at Blyton, here is Round 8 - Cadwell park.

### **Javelin Sprint Series 2018. Round 8 Cadwell Park.**

For the same reason as for Round 5 at Blyton, I decided to stay at a B&B near the track for Round 8 at Cadwell Park. The event was, of course, much later in the year than the Blyton Round, meaning that darkness fell at about 7.00pm. The distance from home to Cadwell is 100 miles as opposed to 60 miles for the run to Blyton, and the circuit at Cadwell is fairly isolated and approached through small country roads for many miles around. All this and a crucial wrong turn meant that I didn't reach the B&B\* till about 9.00pm.

However, the breakfast was excellent and huge, and served early enough to give me ample time to reach the circuit well in time for scrutineering, signing on and the drivers' briefing. Fortunately, the weather was windy but warm and dry, which was in contrast to most of the rest of the country that was at the time suffering storms and floods.

I'd never driven the Cadwell track before, although I was pit crew for my brother when he was in a team competing in the Kent Racing Club Endurance Racing Series on a 600 Kawasaki at Cadwell; and I have attended a VSCC race meeting there.

The course is 2.2 miles long and is unusual in that it includes some really steep, fast hills. Up AND down. It also has a couple of long fast straights, some really wiggly bits (with sneaky camber changes and overhanging trees) and a short steep hill called "The Mountain" that encourages aviation. And there are blind crests before corners. And pheasants.

It's known famously as "The Mini Nurburgring". Just to set you at ease, like.

This sprint event used as much of the full track as possible. For those who don't know the course, the start/finish line for races is on a long straight on the far side of the track from the paddock. This is fine for events with more than 1 lap, but for a sprint, the start is positioned at the top of "The Mountain", close to the paddock, and finishes before the bottom of "The Mountain", where there is an exit slip road into the paddock.

The briefing, the sighting laps and practice run followed the same format as at Blyton. But despite these introductory explorations, I still didn't know the course, or have any idea where I should be positioned on the track at any given point.

I wasn't the only one having trouble getting to know the course. During the sighting laps, as I approached the (blind, right-hand, adverse camber) Hairpin, I noticed a marshal frantically waving a dirty yellow flag at me. Luckily I was going quite slowly at the time, because as I rounded the

corner I was confronted by one of those big silver Evo things, going the wrong way and hard up against the Armco on the inside of the track. Happily, the driver was able to resume the event with the help of copious amounts of tank tape around the bumper and wheel arch.

Despite my disappointing performance, the track is a wonderful drive. It has every different kind of hazard within its 2 mile length. In addition to those listed above, the Gooseneck bend throws you down a steep hill to the hard left at Mansfield, and must be unique in British short circuits. It feels as if you're in your Stuka, dive-bombing the marshal's hut, handily situated just to the right of Mansfield.

For the beginner, the blind crests are a severe test of nerve. Toward the end of the Park Straight going flat out, the road rises, giving a view of nothing but the sky, and you know that somewhere beyond that is a 90 right. But how far beyond?

And then there's The Mountain. The bikes take off at the top of this feature, despite the tight left and right bends that precede it. Thankfully, this particular test did not feature in the sprint.

And the pheasants. During the wait between runs, I decided to watch from the start, just before the first of the Hall Bends. I wanted to see how the experts tackled the white painted apex curbs, so that I could perhaps drive over them without being thrown off line. It was obvious that the competitors could use them with impunity, so I decided to try the same tactic. As I turned to leave, I happened to notice a rather bedraggled-looking hen pheasant, sneaking about the undergrowth beneath the trees.

After the start of my next run, I duly aimed for the middle of the second apex, and arrived there just as the pheasant hopped out of the trees onto the curb! Of course I had to modify the line, and did manage to miss her. But why she had to cross the road just then, just there, I don't know...any suggestions?

Readers of my earlier sprint accounts will remember similar examples of my confrontations with pheasants. I don't know why they are attracted to the car; perhaps it's the unusual colour. Are pheasants colour-blind?

If you don't believe me, it's all captured on the video.

Round 8 was the final round of the series, so there was an atmosphere of serious application in the paddock. Despite this, several of the competitors were happy to chat about their cars and the finer points of navigating the track. Again, there were many different types of car, ranging from the late-model Evo types to small capacity variants of the Lotus 7 type. These latter were the ones that naturally attracted my attention. One was a Raw Stryker with a 2-litre Vauxhall engine that boasted 240bhp. As if this wasn't enough, the owner is planning to add 2 turbochargers to the poor unsuspecting engine. Then there was the Westfield with interesting-looking aero mods, including an alloy undertray that projected somehow sideways

and forwards of the original plan. It also had rear mudguards that had sticky-up extensions at the back.

These fellers were driving with serious intent.

The fact that this Round was the final of the series was made apparent by the increased number of spins and offs during the afternoon. The air in the paddock was frequently rent by the squealing of tyres and Tannoy announcements of delays for recovery as the front running competitors pushed just that little bit too hard to secure top listings in their class.

By the late afternoon, I'd completed 5 timed runs and was anxious to get to the M180 before dark. So I decided to miss my 6<sup>th</sup> run, load-up and leave before the end of the competition and the presentations.

Not that my decision had any effect on the final results. I have to admit that my times were embarrassingly poor in comparison with the majority of the competition. This is despite reaching indicated speeds of 105-110mph on 2 stretches of track. (And with the present axle ratio of 3.89:1, the speedo readings are pretty close to the rolling radius calculations). The video shows me to be improving gradually over the day, but still to be hopelessly on the wrong part of the track where my mental GPS view buffers to a stop and my brain is gripped by the icy hand of fear.

But what a great track! I can't wait to return, and I'm determined to knock 10 seconds off my time. Hah!

\*The B&B is "Holme Dean", South Street, in the small village of Scamblesby. It's about 2 miles from Cadwell Park. The owners, Mel and John couldn't have been friendlier or more helpful, despite my late arrival. The accommodation in the en suite twin bed rooms is simple, clean and homely and very reasonably priced. And as I said earlier, the breakfast was delicious, prepared from locally sourced ingredients and lasted me all day.

I was able to park the van and trailer in the drive, but the roads to the village are very small. I would suggest it might be a good idea to leave the trailer at the track overnight, rather than negotiate the lanes with a full rig. I only learned that this was possible after the event.

### **Reflections on the Javelin Sprint Series Events.**

In my short experience of the Javelin Sprints, I was very happily impressed. The events ran smoothly and my contacts with the admin were friendly, reassuring and generally snag-free. The only hiccup was over the allocation of my competitor number, and this was quickly resolved.

Scrutineering went smoothly and dealt with the large numbers involved with dispatch. My preferred open-face helmet was allowed at Blyton, but I was warned that a full-face helmet would be required at Cadwell.

New competitors will notice some differences from the old MSA procedures when applying for entry.

Firstly, no MSA competition licence is necessary. Instead, you buy one issued by the Institute Of Professional Drivers for £5.00 for the single event when signing on, or one that covers the whole series for £10.00.

The entry fees are somewhat more expensive than those for the MSA sprints, and they vary from venue to venue. But discounts are available for early entries. E.g., the full Cadwell fee was £179.00, reduced to £159.00 for early entry. The fee for 3-Sisters was £139.00.

Would I apply for entry to another Javelin Sprint? Yes, definitely, particularly for Blyton and Cadwell!

### **Implications for the old order.**

The advent of the Javelin Series is a sign of the times. The Great British Amateur Motor Sports People are slowly becoming aware that the old MSA is not the only body able to provide them with competitive events. Until now, it was generally thought that only the MSA was able to provide the insurance necessary to enable enthusiasts to organise competitions without risk of litigation against themselves. This, though, is not the case.

The Javelin events are covered through a body that I had never heard of before, the IOPD (Institute of Professional Drivers).

This development represents a far-reaching change in the motor sport landscape. Previously, the MSA was the umbrella organisation that sanctioned properly qualified Clubs to organise competitive events. There are many Clubs affiliated to the MSA, and their ability to run events is carefully controlled through a hierarchy of competence.

In order to be affiliated to the MSA, the member clubs pay an annual fee. In addition, before they can compete, the individual drivers have to belong to an affiliated club, and that club has to be invited to any particular event by the organising club. And the drivers have to buy an MSA competition/race licence.

But the Javelin events (and, presumably, those of other bodies) are open to drivers who do not belong to a club.

All this must represent a growing threat for the old MSA, and have serious implications for its financial structure. Many drivers have been growing impatient with the increasingly complicated and expensive regulations imposed by the MSA, and these threats may be behind the major changes that have recently been made by the MSA.

We've all become aware that the MSA is now to be known as Motorsport UK.

This move has been backed-up by an array of benefits that have been included in the competition licence fee; for example personal insurance cover and discounts at many retailers and other organisations of interest to Motorsport UK members.

Perhaps more importantly, the new CEO David Richards seems to be making big changes in the ethos of the organisation and its commitment to

providing a service for its members that is more relevant to its needs and aspirations.

Motorsport UK is still the only UK body affiliated to the FIA, the body responsible for our sort of motor sport worldwide. The biggest difference between Motorsport UK and its competitor bodies in the UK is its dependence upon and support of the old club structure. Motorsport UK continues to expend a huge amount of effort and money organising and supporting motoring clubs, settling disputes, and training young drivers, marshals, administrators and officials. As far as I know, no other body does this. It's like a trade union. It's big enough and well enough established to be the voice of motor sport in its dealings with the government. And we shall need that voice in the near future.

Will this have to change if it is to survive in the modern world? I think this is a very complicated question. What do you think?

**DB 17 Nov 18.**



DB. 20Nov2018.

Pheasant Magnet

# Huddersfield Motor Club



## Membership Application Form

Please Write in Block Capitals

### Personal Details

Full Name(s) \_\_\_\_\_  
\_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Post code \_\_\_\_\_

Tel. No. (Home) \_\_\_\_\_

Tel. No. (Mobile) \_\_\_\_\_

Other / E Mail \_\_\_\_\_

### Membership Fees

Annual Subscription	Single	£12.00	<input type="text"/>
	Family Membership additional	£8.00	<input type="text"/>
	Joining fee (first time members)	£1.00	<input type="text"/>
	Total fees due	£	<input type="text"/>

Membership fees are renewable on January 1st annually.

A 50% reduction in annual sub. applies to NEW members joining after July 1st

### Guarantee

I understand that Huddersfield Motor Club is a Company Limited by Guarantee and agree to pay the sum of £1 should the company be placed into liquidation or receivership.

I agree to be bound by the Memorandum and Articles of Association and Bye-laws of the club.

I have read and agree with the HMC Privacy Policy relating to the General Data Protection Regulation (GDPR)

Signature \_\_\_\_\_

Date \_\_\_\_\_

Membership No.

**Completed forms should be returned along with your remittance to**

**Brian Hollingworth, 62 Illingworth Avenue, Halifax, HX2 9JD**

**Alternatively bank transfers can be made to 08-92-99 65830639**

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

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.

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.

David **Baumforth**  
the corridor gallery

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[www.huddersfieldmc.co.uk](http://www.huddersfieldmc.co.uk)

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