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Huddersfield Motor Club July/ Aug 2019 Newsletter

www.huddersfieldmc.co.uk



Electronic Newsletter E58.

Better weather or Rain 'n' Wind the fun goes on.

Monday Events, Hillclimb News, Blyton, page 4.

Ted's Marshal's Column, The Anglia, page 5.

Anglesey Sprints, page 6.

Twin Spark Logic, page 7.

Cheeky Pic, page 8.

Contacts, page 9.

*There's always a chance to expand your 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

Stadium A/T's 8th July 14 entries, James Crosland's MX5 took Ftd in 445.5, whilst Andy W., was top Fwd in 522.9 and 9th O/A; To come 12th Aug; Golf Simulator to be investigated (T&PC); a Karting night (Tba GC); Scatter night (tbc LP); 9th Dec, Quiz Night (AH).

Hillelimb News

Harewood

Sat/Sun 1/2nd June, Vintage on Sat had Allan Scott in 7th in the pre '72 Classics with 74.45, FTD was Ian Baxter's Alta 61 IS in 68.50; Sat/Sun 6/7th July (Nationals) - Sat had Johnathen Varley's GWR Predator in 51.99, and Sunday Bill & Carol 3rd n 4th in 2A, FTD was Wallace Menzies' Gould GR59 with a 51.99 47.81.

To come: Sat/Sun 3/4th Aug; Sat/Sun 14/15th Sept.

Scammonden

After the Clean-up on Sat. Sun 19th May with MGCC saw 33 entries, Martin W, Luke P, and Darren P had 2A in that order, Richard & Jo had 2B to them selves whilst David Tatham in the OMS Hornet took Ftd with 22.02; Sun 21st July Mid Chesh, 39 entries, Allan Scott took SD with 33.04, David Exton topped 1E in 29.11, 2A had Martin W, Leon Franks & Darren P, in that order, Richard & Jo were 3rd & 5th in 2B, 4 new records set with James Baxter in the Gould in 5E triming his hill record down to 21.12.

To come: Sat 17th Aug Pendle.

Marshals are always needed – contact Stuart Holland.

Huddersfield Autojumbles

29th Sept; 27th Oct with Town Centre Rally; 24th Nov; 29th Dec, Xmas Do.

Blyton 2019

All Mondays – 24th June we were short of runners, and lost a heap of cash; 29th July was a Glorious day for the Challenge, Dave Wright matched his 2018 performance in the MNR but David B. could not find the brake and went on to complete a total of 152.

To come: 16th Sept.

Blyton KPMS Nat. B Sprint.

A great day, 2 practice & 8 runs -10 new records set. In 2A Darren P, running alone finished with 88.95, 2B Richard 77.56 & Jo 88.52 were 1st n 3rd, Michael McErlain ran alone in 3A and set a record with a 84.56, Mick D, topped 3B with 76.96.

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.

4/8 Tyneside.
28/9 Trackrod
3-6/10 Wales Rally GB
7-11/11 Rally of the Tests.
21-25/11 Roger Albert.
7-10/12 LeJog

Ted.

The Anglia

Well following my trip to Jersey “we” were entered into Finals day at Harewood for one day only Saturday.
Unfortunately due to personal reasons that didn’t happen

So a rebuild program has begun - we’re going to replace, renew, repaint, clean and polish it

I’m sure we will find some worn out items, it’s amazing how little mileage we do but how much wear and tear we put on our cars.

Hopefully it will be ready for the Harewood test day.

Hoping to do more events next year, the Midlands Championship looks attractive.

By the way I attended the Show in Bradford with the Anglia which the Club was invited to attend, picture enclosed

Actually it seemed to be well received by the entire public but security wasn't very good. That needs modifying for the next year.

Some interesting cars on display and the outside display was very well attended.

Michael McE.



Richard & Jo travelled to Anglesey and returned full of tales – your Ed is chashing ‘em to tell the tale. Here’s Richard lining up for the Start.

Twin Spark logic.

I was leafing through the Octane magazine recently when I was amazed to be confronted by a full page, full-frontal photograph of The Lulu's engine!

When I'd recovered my composure I realised that, of course, she hadn't wantonly exposed her FIAT underpinnings to public view, but that the picture was of a Ferrari engine of the early 1950's.

My mistake was not so baffling as you might suppose, since both engines were designed by the same engineer, viz. one Aurelo Lampredi.

The hand of the maestro is readily to be seen on both examples of his work.

Both engines have 4 cylinders and they are both twin overhead cam designs with massive heads and cam box covers that are easily mistaken one for the other, except that two have the legend "Ferrari" cast on the upper surfaces, and the other two are inscribed "Lancia".

The details are almost uncannily similar, down to the treatment of the circular camshaft bearing end-covers, secured by 3 small machine screws disposed around the edges and the ubiquitous Weber DCOE carburettors.

The big difference, of course is that the Ferrari engine's cam shafts were driven by gears and the FIAT/Lancia engine was the first mass-produced twin cam engine to have its cam shafts driven by a toothed belt.

When I popped this last fact into a conversation with a motor sport enthusiast recently, his rejoinder was "Oh, so it was all his fault, then!" He has a point.

The two engines were introduced some fifteen or sixteen years apart.

The Ferrari engine replaced the V-12 engines for the F1 cars designed by Gioachino Colombo. They were lighter and reputedly gave a large amount of torque due to there large capacity cylinders.

Closer examination of the photo revealed that the Ferrari engine had two spark plugs per cylinder, powered by two magnetos mounted on the front of the block. The reason for the "twin spark" spec. is usually airily explained as providing "more complete burning of the fuel charge in the cylinder".

Well, yes, but I've always thought this explanation begged more questions than it answered.

The more I thought about it, the more possibilities for playing about in the search for "complete burning" with the twin spark arrangement became apparent. Because there are two magnetos, you could play about with the timing of the two sparks. For example, one spark could be occur at the usual full advance, and the other to occur as the piston is at TDC, or even as it is descending on the power stroke. Or would you have them sparking at the same instant, but of course in there different locations in the combustion chamber? I supposed that the mechanics would, in any case, play about with the timing of the two mags. until they got the best power without pinking.

Then I had a brainwave. Of course, the two sparks could be arranged to go off together, thus achieving total burn, but at a later stage in the cycle, i.e. with less advance. This would mean that you could run higher compression ratios without pinking! Genius!

Or you could run the same compression ratio, but with a fuel with less detonation inhibitor, meaning that you had more combustible petrol in a given volume/weight of fuel! Wowsers! Win Win!

I know we have at least one highly qualified combustion engineer out there in our membership. Are my suppositions on the right lines? Please let us know what you think of the twin spark arrangement.

Now where did I put that drill?..... I'm sure I could fit another 4 spark plugs in that head somewhere...come here, Lulu, this won't hurt a bit!

DB 21 May 2019.



A Cheeky pic from yesteryear.

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
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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.

David **Baumforth**
the corridor gallery

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