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Huddersfield Motor Club Sept. 2019 Newsletter

www.huddersfieldmc.co.uk



Electronic Newsletter E59.

Storms 'n' Floods but the fun goes on.

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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

Stadium A/T 12th Aug; 12 entries, 11 tests, Andy Wood took the FWD class & 3rd O/A, whilst Joe Taylor's MX5 took Top Honours; 11th Nov. F1 Sims Halifax (TC); Karting Night (Tba GC); Golf Simulator to be investigated (T&PC); 9th Dec Quiz Night (AH).

Hillclimb News

Harewood

Sat 3rd Aug, A bumper day with the Paul Matty Lotuses swelling the numbers. FTD went to Ed Cater's Force PC in 53.41; Sun 4th Aug, This event was abandoned part way through the 1st Run, following an accident where a Wolsley Hornet stopped very quickly after a coming together with a farm building – the building was declared as in danger of collapse, whilst the driver survived with minor injuries.

To come: Sat/Sun 14/15th Sept.

Scammonden

Sat 17th Aug Pendle, 28 entries, Sunny & dry 2+8. A great day, 2 new records – in 2A a close battle between Leon Franks and Mike Bellerby finally went Mike's way with a 25.66, in 4B first timer David Seaton in the Pilbeam ran in 24.12. In 2B Richard Burden's 26.32 in the Tiger 6, earned a PB, the Class Win & Best Huddersfield – there's more to come once Richard, and Jo, have got to grips with the new lower diff. FTD went to Paul Gibson's OMS 3000M in 23.13.

2020 - Dates to follow.

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 – 16th Sept. we'll be saying 'Farewell & Thank you' to Richard & Jane usher.

Blyton KPMS Nat. B Sprint.

Planning has begun for 2020, the new date for your diaries – Sunday 21st June 2020

Report On The HMC/Blyton 6 Hour Challenge, July 2019.

For once, the BBC weather forecast had it right. The morning of 29th July 2019 was absolutely atrocious. Cloud on the deck and stair rods rain. Despite having risen at 5am, Jackie and I found the M62 full of curtain sided artics. Threading the van and Marlin-loaded trailer between the trucks was like crawling through canyons awash with torrents of filthy water.

But I was determined to make sure that we got to Blyton in time for the briefing; after all the effort that went into the Challenge, I had to make sure that the participants were aware of the rules and had been allotted their event numbers. These numbers, stencilled onto self adhesive vinyl roundels, the lap counting forms and a copy of the rules were in a folder in the back, along with bags of spanners, crates containing jacks, pumps etc. and cans of petrol (lots of petrol). The long anticipated big clock, all 6 foot of it, was also in the back, in its special box.

By the time we pulled into the circuit, the weather was lifting. Several cars were already there, adding to the assembly of hardy souls who had camped at the track overnight. The briefing seemed to go OK, with 14 cars and 17 drivers signing up. The regs had been circulated a fortnight before, but clearly some of the participants had not received their copies. For this, the 4th Challenge, the entrants were divided into 2 classes. Class A for cars with ECU or other computer engine management, and Class B for those with more basic equipment.

What with all the preparations, the first cars got away shortly after 10.00am. And I have to admit that, just on cue, the weather started to improve. So credit where credit's due, that's one up for the BBC weather forecasters.

After warming up the Marlin a bit, I joined the queue and started out for a couple of quiet laps. The old cross-flow was a bit sniffy and peffy for a bit, but perhaps that was to be expected since I don't think the engine had been run for more than 10 minutes since the last Challenge a year ago. But before I could get my foot down, I was surprised to see the black flag out. And even more surprised when I realised that it was aimed at me! What was wrong? What had I done?

My car had been observed to be spilling fluid onto the track on LH corners. It turned out to be petrol from the over-flow pipe. I'd filled the tank with petrol right to the top of the filler neck in anticipation of the long drive. What's to be done? I drove the car onto the trailer so that I could drain the excess fuel into a decent sized can. In an instant, Ted and Jack popped-up from nowhere and said "Look, it'll be a lot less messy if we just disconnect the fuel line at the carbs and fill the filler-can from there". Yeah, OK. While they were at that task, I found an empty racing fuel can to hold the excess and then had a cup of coffee while they got on with it. They finally drained about a gallon and a half. I felt like a proper racing driver doing a spell in the pits while the mechanics battled to save the day. Many thanks for that, fellas!

Despite the slightly disappointing number of entrants at the event, one could hardly imagine a more diverse and interesting collection of cars on the "grid". From the standard road variety through the classic and vintage racers, a unique special and the kits to the frankly insane track rockets. And they all have a tale to tell.

Starting with car Number 1. The Black Fiesta of James (Jimbo) Hardwick. Jimbo first joined as half of a shared drive with his friend Timi Bruce from NRC. Then he saw this old Fiesta that was threatened with an appointment with the scrap man. Jimbo bought it for less than £200.00, fitted a new radiator and has used it ever

since. Bravo! After a steady start, the Fiesta was observed (from the driving seat of the Marlin) to be circulating at a very respectable speed indeed, and finally recorded a remarkable 90 laps (141.3 miles).

No2. The smart red MX5 of Steve Wood, driving shared for the day with David Hargreaves. For this year, Steve has invested in a new set of tyres for the car, which seems to have had a very positive effect on its track manners. Those observers betting on the time and number of Steve's traditional spins will have lost money this year!

No.3. The red MNR Vortex of Dave Wright and passengered by his son James. Keen followers of the Challenge know that Dave is a long time participant with a result history 2nd to none. In 2016 he held the highest score equally with the Joanne and Richard Burden team. Then he was highest overall in 2017 and 2018. In 2019 he and James placed 2nd with 118 laps (exactly the same as last year) but probably only because they had to leave an hour early as they were leaving on holiday that evening. (There's dedication for you!)

No.4. Tim Bruce from Mirfield on the ex.-Kev. Wright White Trike. This machine's fearsome motor bike engine is now somewhat de-tuned from an earlier crazy 360bhp or so. Still beats the wheels of nearly everything else, and now has the advantage of keeping the back wheel firmly within its forks. Tim made 62 laps (97 miles) this year.

No.5. Team Jack (Johnson) and his grandad Ted (Collins). Ted and Jack shared Jack's blue MX5 this year, as Ted's new acquisition, a X-flow powered Locost 7 is in need of a transporter to ferry it to events. I look forward very much to seeing it in the flesh, but in the meantime Jack's MX5 did the business with a total of 68 laps (106 miles). Ted drove for 12 laps (18.84 miles) and Jack 56 laps (87.92 miles).

No.6. Chris Withington in the NK Indy. This is a "7" type of car of which unfortunately, I know nothing; other than it has a yellow body and black wings. And that it overtook the Marlin and me at regular intervals. In any case, Chris covered 92 laps (144.44 miles). Chris, please feel free to give me the low-down on your car when next we meet, or through the club.

No7. Ernst and Lynn Witschi in the classic Lotus Elan Coupe. Ernst is a Lotus fan of long standing. Indeed, he worked with Lotus back in the 1960's at Hethel. Although he and Lynn live in Switzerland, they were introduced to the HMC through the noted Lotus enthusiast, driver and HMC member, the late Dennis Liversedge. The car has FIA racing papers, and if you get a chance to inspect it, you'll be amazed at the level of preparation and presentation that Ernst has achieved with the car, particularly the engine bay and the Lotus Twin Cam engine. Ernst competed in his first race last year, the Gold Cup at Silverstone. During the race, the car sustained some body damage (entirely the fault of another competitor) but it's now back to A1 and eager to compete again. Lynn is also an enthusiastic driver of the Lotus, and although she is new to the car, she and Ernst completed 79 laps (124.03 miles) on the day. They were both keen to say how much they enjoyed the day's sport, how they appreciated the friendly atmosphere and their feeling of safety due to the considerate driving of the other participants on the track.

No.8. Geoff Toms. What can I say? His most recent construction, the "Frog-Eye Fiat" is the very definition of the phrase "Q-car". Outwardly an unremarkable Mk1 Sprite (body by Mr. Toms). But underneath lies a truly unique chassis and suspension system, all beautifully wrought in polished aluminium(?) And when you lift the bonnet you're transfixed by the malevolent gaze of a classic 2-litre Fiat twin

cam engine. It seems to be trying to hide itself rather unsuccessfully under what was the transmission tunnel, now distended to accommodate the vasty bulk of the cuckoo-like new engine. Of course, being Geoff, he's recently made his own inlet manifold in order to accommodate a set of 4 motor-bike carbs. Not content with this, he decided that, rather than take the rig to Boggs Bros or similar, he'd balance the jets himself. "They are beautiful instruments, these carbs.", he said. "And if you do it yourself, you learn so much more!" And, of course, he didn't just buy a series of jets and try them out one-by-one, oh, no. He proceeded to test drive the car over a lap or 2, then take the carbs off, DRILL OUT THE JETS, put it all back together and try again. I kid you not. When he finally got it right, you could tell instantly from the engine note as he gunned it off the start line. But it all takes time, and that's why Geoff scored a lowly 8 laps. But he left the Park a happy man.

No.9. Steve Wood (NYLOC) in the re-coloured Lotus Elise. The new colour is listed in the lap chart as "red". The re-colouring is interesting for 2 reasons; firstly because it's not a plain red, but one of those special colours that change in the light. It seemed to me to range from a light bronze to a metallic red. Very nice. And secondly because the re-colouring is not the result of a re-spray, but of a "Wrap". This is important because it's probably not a good idea to attach a self-adhesive number to a high-tech wrap. For obvious reasons. But in order to support the ethos of the event, Steve still displayed his number by placing it on the dashboard. Much appreciated. Steve is a long time supporter of the Blyton Test Days and has had much practice on the track. I could tell that when trying to keep the fast-disappearing rear end of the car in view while desperately trying to keep on the same lap. In the end, he scored 45 laps (70.65 miles). But again, I think he had to leave early.

No.10. James Rollinson in the Kev Wright Exo-Sports Car. It's that man again! The Exo Sports Car is like a bonkers bike-engined trike that has sprouted a 4th wheel because 3 just couldn't handle the power. On the day it was driven by Kev's friend James Rollinson, and that's because Kev had recently broken several ribs while falling off his motor bike during a track day at Blyton!! James managed 7 laps (10.99 miles) before the power of the Kev engine stripped the already strengthened transmission at the next weak link. Look, don't worry. For Kev, this is just another step on his quest for the horse power Holy Grail. I have every expectation of seeing the newly modified KW Expo Sports Car at the next HMC/Blyton Test Day.

No.11. (69). Keith Cook and his friend in the actually vintage Morgan 3-Wheeler. I am in awe of this car. It appeared at Blyton last year shortly after Keith had bought it. It looked very impressive to me (I'd always longed for a 3-w Morgan as a youth). But when it first appeared it coughed and spluttered and the grinding noise of the starter motor was distressing to hear! However, over subsequent Blytons the car has improved out of all recognition. Keith and co. have now got a car that accelerates out of the Wiggler like you can't believe! I might be able to catch the beggar over a long straight, but I have no chance of overtaking before Bishops! They say it's because of the huge torque of the 1300cc V-twin Jap engine and the light weight of the chassis, but that's with 2 large blokes aboard who stick out so far on either side that it can do nothing for the Cd factor of the car's frontal area. Wonderful to behold! Anyway, the truly brave crew completed 30 laps (47.1 miles).

No.12. David Bland, Marlin Roadster Hybrid. (Not in the modern sense). You've already had the early part of my day on the track. The rest of the day progressed as I hoped and was a whole heap of fun. Basically, after the engine had warmed up and

was running smoothly I just gave it as much stick as I could, doing the 4 laps and re-join routine. The engine seems to thrive on it.

I'd made sure that I had enough petrol for the day, and I did make use of the bulk of it. After the morning's black flag episode I made sure to keep between a half-full tank and a bit over empty for the rest of the event. In the end, the car did about 17mpg. Not bad for a 1960's 1600 ohv, on 2 weber DCOE 40's, for about 3 hours, 40 mins. continuous flat-out running. Back in the day my old 1500 MGA with 2 SU's would only do 25mpg on a long run and less than 20 around town. And that was a whole lot slower.

The sticky soft compound Yoko's helped a lot (actually Guy's when everyone has their own, but don't tell him), but I can't help but be impressed by the handling of the car that has 1960's Triumph Spitfire front suspension and semi-elliptical leaf-sprung live-axle suspension from a Morris Ital estate on the back. I was actually caught out during the post-3pm continuous lapping. I had David H in the car and we were having a high old time of it until we got the Morgan in our sights. Well, we couldn't catch the dratted thing for several laps until it looked as if we might make it between Twickers and Jochen. So we piled into Twickers as usual, nothing loath when suddenly we were on a fairground ride... the world just spun round and round. When will it stop? When it did stop, we just looked at each other and laughed. By that time the Mog was long gone. Anyway, I think that's only the second time I've had a spin at Blyton. The other time was in the Lulu.

So after I'd dropped off David and re-fuelled, I just carried on until about 45 mins to the end (courtesy of the new big clock on the control hut wall) when I had to make the decision as to whether or not to stop and refuel or carry on at a slower pace to finish without wasting time in the paddock. I decided on the latter, but that last half hour or so didn't half seem to drag. Until finally as I rounded Ushers, I spied Richard armed with a large chequered flag. He gave a wonderfully energetic and flamboyant victory wave that I shall remember for a long time. I wish that I'd captured it on the GoPro, but I just hadn't had the time to set it up.

I still didn't know whether or not I'd bested Dave's total until I had made a thorough reading of the tally sheets. But sure enough, I had a total of 152 laps (238.6 miles). Yes, at last!

No.13(7). Team Richard and Joanne Burden in the Tiger R6. This is a fearsome beast. You can tell just by looking at it. Body bulging to cover the power bits and with worrying gaps to provide enough vents for its fiery breath. I'm told it produces about 250 bhp. And it goes, 'cos I've seen it at the York/HMC Sprint. I was really glad to see them arrive, because I know that sprints and hillclimbs are their thing, and they treat their sport seriously. They covered a total of 62 laps (97.34 miles). The tally sheets reveal that Jo netted 35 laps, and Richard 27.

No.14(11). Our host Richard Usher took the opportunity as usual to add to our lap total in what I am told is a Ginetta G40. He zoomed round in probably the fastest car of the day, and netted 36 laps (56.62 miles). Sadly, this might also be the last time that Richard takes part in the Challenge, since he and Jane will soon be leaving Blyton to branch out on their new project, the British Motor Industry Museum in Derbyshire. It doesn't seem to me to be more than a few months since we first met Richard and the crew at Blyton, but it must be at least 6 years ago now. During that time, the Club has enjoyed a terrific relationship with Richard and the team, and I know that all the drivers who have taken part in the HMC Test Days will join me in

saying “Thank you very much for your wonderful hospitality and for providing such a perfect facility for us and for British motorsport as a whole”.

I remember I once said to Russell “you might not realise it, but this is the best goddam place on the face of the Earth”. I meant it then, and I still mean it.

Total Mileage Comparison:

2016: Total 1207 miles.

2017: Total 1346 miles.

2018: Total 1424 miles. (16 cars).

2019: Total 1482 miles. (14 cars).

NB. The mileage for the Challenges of 2016-2018 were calculated at 1.4 miles per lap, since the shorter Eastern Circuit was used during the 2nd half of the day. 2019 used only the Outer Circuit, which is 1.57 miles.

DB. 12 Aug. 2019.

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 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 these 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.

Holme Moss 100

MsUK have given Provisional Approval for the Centenary Hillclimb event on the eastern side of the A6028 Woodhead Road up Holme Moss.

Sat/Sun 8/9th August will see a Hillclimb commemorating the event of 7th Aug 1920 when Cpt. Malcolm Campbell's Talbot 'Blue Bird' took FTD on the then 1.25 mile Gravel Road.

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.

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.

Classified

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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.

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- | | | |
|-------------------|---------------------------------|--|
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| 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 |
| Newsletter Editor | - THIS COULD BE YOU | - stuartholland_18@yahoo.com |
| Chief Marshal | - Ted Collins - 01422 247784 | - tedandpat@tedandpat2.plus.com |
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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.

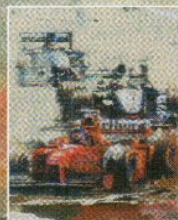
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Likewise for committee members, if you don't advise a change of email address, your Minutes can't get through.

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