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Huddersfield Motor Club

Oct. 2019 Newsletter

www.huddersfieldmc.co.uk



Electronic Newsletter E60.

Evenings are closing in, and some have even switched on the heating! Yet still the fun goes on. *Confession time – I confess the ‘Twin Spark logic’ item in E59 was a repeat.*

Monday Events, Hillclimb News, Blyton, page 4.

Pomeroy Trophy Report, page 5.

Holme Moss 100, Ted’s Marshal’s Column, page 7.

Blyton pics, page 8.

Contacts, page 9.

*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

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/Sun. 14&15th Sept – the final w/e, one wet day followed by a cool dry day. Ben Tranter's OMS2000M took Ftd on both days – 52.65 on Sat & 52.71 on Sun.

2020 - 22nd Mar. Practice Day; 12th April; 9&10th May (Nationals); 6th Vint. & 7th June; 4&5th July (Nats on Sun); 1&2nd Aug; 30th Aug; 19&20th Sept.

Scammonden

2020 - Dates to follow.

Marshals are always needed – contact Stuart Holland.

Huddersfield Autojumbles

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

Blyton 2020

All Mondays - 27th April, 22nd June, 27th July, 16th Sept.

Blyton KPMS Nat. B Sprint.

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

How to get 16 laps of the Silverstone GP circuit for not much more than a Harewood entry fee.

On 16th February I took my 19 year old Boxster with 90k on the clock round the full GP circuit in the company of everything from a Chevron B8 to a 1920 Vauxhall 30-98, and it cost me £175.

I did it by entering the Vintage Sports Car Club's Pomeroy Trophy event.

The Pomeroy Trophy comprises a weird set of tests designed by a motoring journalist of yesteryear named Laurence Pomeroy. His aim for the tests was to find what he thought would be the best touring car. By that he meant a car most suited to getting down to the South of France in a sporting manner. He didn't mean something that John Cleland and Will Hoy used to swap paint.

Apart from the thrash round the full GP circuit, of which more later, there were a number of other tests, the most strange being the "suitcase test". The VSCC have two "standard" suitcases which the car must be able to carry. Penalty points are incurred if you can't find room for both, and you can't use the passenger seat. The scrutineer thought she'd got me until I pointed out that the Boxster actually has two boots.

The mention of penalty points reminds me I should have said the whole event is a handicap and points based, your times over the tests are only a start.

Here's another bizarre thing - one of the factors that goes into the handicap calculation is the distance in inches from the brake pedal to the front of the engine, that's because it's mid-engined. Front or rear-engine cars have their own measurement. What's this about you might well ask? Don't ask me.

OK, onto some normal tests, the first being a simple slalom through some cones from a standing start. A convoy run, but no actual practice, and only one timed attempt. Somewhere along the line I must have miscounted the cones, well that's my excuse. 10 penalty points straight away.

Then there was a braking test, i.e. a standing start, go as fast as you want, but brake to end up in a cone-marked garage. Overshoot, hit cones etc – penalty points. Well I seriously underestimated the grip this time, but at least no penalties.

This was followed by a ¼ mile acceleration test followed by a flying 250 metres, held on the Hangar Straight. The old Boxster did itself proud here, 14.4 secs for the ¼ mile, quicker than the other two Boxsters entered. They both edged me by 0.1 sec for the flying 250 metres though.

Then it was onto Test E, the big one, the thrash round the full GP circuit. How this works is that you go out in a batch of about 30 cars, and you each have a

target number of laps to achieve in exactly 40 minutes. There are penalties for spinning, leaving the track etc. We got two convoy laps and then set off.

I wasn't as nervous as I thought I would be and actually did a bit of dicing early on, but then gave myself a bit of a talking to, and settled in to follow other drivers who knew what they were doing and where they were going. After all, I had to drive the car home afterwards. You can tell the ones who know what they are doing, they are the ones without the novice cross on the back.

Silverstone is very wide and has so many corners, a bit of a challenge when your favourite place is Barbon!. The features, such as they are, are the buildings more than anything. I'd "driven" it on Youtube a number of times but that was only so helpful. I was still learning the place at the end. It's racing rules, not track day rules so overtake any side and get your nose in front and the corner is yours. The one tip I got from Youtube is that the actual apexes are marked in most corners by three red concrete sausages at right angles to the track. These are inside of the rumble strips. You can drive the rumble strips, but you can't drive the sausages. Not that you can really see the sausages from way off, but at least you do know when you've apexed correctly.

The Boxster is so set up to understeer, I just couldn't get the back end to slide at all, and lost it completely in the attempt, thankfully in a fairly slow section. It took ages to come to a stop, and I was a complete passenger, but luckily hit nothing. That was when I gave myself a word, and incurred another 10 points.

Finally, after 40 minutes of hard on one pedal or the other, consisting of 2 convoy laps and 14 laps in anger it was over, and in the process I had lost 3lbs of weight.

In terms of the whole event I finished so far down the order I keep losing count (over 100 entered), and against the other two Boxsters I came an honourable third. Without my penalty points (they didn't have any) I would have split them and the same in the 40 minute thrash as well. For anyone interested my best lap was 2:54.07 which is nothing to write home about, and the Chevron B8 did 2:25.06 which was the quickest on the day.

To put this all in perspective - Lewis's fastest lap in qualifying last year was 1:25.892, that's just incredible isn't it? How the hell do they do it?

Finally, finally.

And even more finally, to do most of the above without being a VSCC member and without any grade of competition licence, all you need is a Toyota!

At the same time at the same place on the same track the Toyota Enthusiasts Club ran what they called the "Parallel Pom". All you need is a road legal Toyota. It was won last year by a Yaris GRMN (whatever that is). Google it if you don't believe me.

Martin.

Holme Moss 100

MsUK have given Provisional Approval for the Centenary Hillclimb event on the eastern side of the A6024 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.

3-6/10 Wales Rally GB
7-11/11 Rally of the Tests.
21-25/11 Roger Albert.
7-10/12 LeJog

Ted.

A couple of pics from the Blyton Challenge

See David Bland's article in the August mag.



Geoff Toms's home built Sprite



Ernst & Linn Witschi's Elan

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.

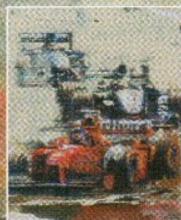
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Likewise for committee members, if you don't advise a change of email address, your Minutes can't get through.

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