

## **BARC North Western Centre report for BARC Magazine 2018 Spring Edition**

As many officials of Centres will know, the NW Centre hosted the Centres' Conference in November 2017 and we are pleased to report that many delegates found it a particularly successful event. We are sometimes inclined to think that the conference has limited value but given the right circumstances it can be enormously useful. After all the Centres are branches of a large national company and it is correct that we should report to each other at least once per year! In the first place it is the only time in a year when all the Centres can get together and discuss and debate the issues of running motorsport events and learn new methods and ideas from each other. Secondly we also have members of HQ captive and some of the discussions at the two conferences were enormously beneficial, particularly at the Finance conference. We all went back with many thoughts to discuss with our Centre committees.

The new year started with one of last season's main events, the Real Night Out, the NW Centre's awards night. As usual it was very well attended and a good time was had by all. Paul Rose was given the big prize as 2017 Overall Champion and winner of class A. The 'Best Newcomer' award went to David Jones. The 'Spirit of the Championship' trophy was awarded for the first time ever to a team rather than an individual driver. Luke Armiger and his team have become a major part of the championship and the paddock social scene over the last few years and travel long distances from Kent.

Some time ago the committee saw the need to purchase a new Rescue Unit vehicle as the old unit had reached the end of its working life and required significant money to be spent to keep it serviceable. Shaun Miller and Colin Whitter took charge of the task to get a new vehicle and they provided the following story which illustrates what a thorough job they made of it:

'The old unit had been used extensively over thirteen years not just at our own meetings at Oulton Park and Anglesey. It regularly has upwards of 40 bookings a year from the humble clubbie to BTCC meetings as well as regularly being invited to attend the Grand Prix. The unit has always had an enthusiastic, well trained and

skilled crew and is without doubt one of the best rescue units in the country. The professionalism of the crew has been praised many times over the years.

'We set out looking at 3 important areas of specification, Safety, Reliability and Environmental impact. Safety looked at the vehicles storage capabilities, axle weight, body construction, suspension stability and integral safety features. For reliability a study was done using various data collected by breakdown and automotive agencies as well as data from respective manufacturers. As BARC is a responsible club when it comes to environmental issues we wanted to ensure the new vehicle would meet the latest emission standards to reduce its impact on the environment. After many hours spent researching specifications of various manufactures, emails, phone calls, meetings and head scratching, our new Mercedes Sprinter 516 crew cab van fitted with the latest Euro 6 163bhp engine was ordered through Ciceley Commercials Ltd.

'The new unit has been professional modified and fitted out to our own design by CM Special vehicles division. CM are approved Mercedes Benz coach builders and were selected for their experience in building specialist emergency vehicles and for the added reassurance of works being approved by Mercedes, protects the vehicles warranty.

'The unit has been designed internally and externally by us along with technical assistance from CM. Our unit's internal layout has been designed around the team's simultaneous approach to managing incidents. This allows crew, Doctors and paramedics easy access to medical intervention equipment via the side access door, whilst leaving the rear doors clear for crews to access and deploy the various technical rescue equipment carried on board safely and easily. To assist the crew further we have fitted our Halmatro rescue and stability equipment on a pull out shelf at the rear of the vehicle in order to help improve manual handling and speed of access. Another manufacturer approved modification has enabled us to house the patent transport bed in a position that allows it to be easily deployed whilst maintaining a walkway down the centre of the vehicle giving access to other items of technical equipment.

'Crew safety and comfort has also been a big part of the design seeing features such as internal insulation and panelling, raised rear crew seats, additional storage, power sockets, night lighting, anti-slip flooring and hot water boiler all being incorporated as

part of the build.

The new unit rolled out into operation on the 17<sup>th</sup> March at Oulton Park and was out again on the 24<sup>th</sup> March. It has already been called into action during both meetings and has performed well to the crew's approval.

'Through innovative design and professional styling we have a rescue unit for the future capable of meeting the needs of the team to deliver a professional, effective and efficient Rescue response to motorsport anywhere in the country.

'The BARC (NW Centre) together with the BARC (NW) Rescue Crew would like to pass on our special thanks to Tina Todd of Cicely Commercials, Adam Morgan & Cicely Motorsport and Mark Christopher of CM Special Vehicles Division.'

As a result of new young blood introduced to the NW Centre committee, Graham Saul who is also a driver rep is looking seriously at potential secondary sponsors and has made it possible for the NW Centre to welcome CSP Detailing as a partner with the CNC Heads Championship.

CSP Detailing produces a range of high tech nano surface coatings for painted, glass, leather and polycarbonate surfaces. Their specialist Coatings will allow the drivers to keep their cars looking great and importantly stop the build-up of brake dust and other surface contamination.

CSP Nano Anti-Fog was successfully used by Ollie Thomas in car 45 Subaru Impreza to prevent 'fogging', even under the toughest of conditions endured from Storm Brian during the last 2 rounds at Oulton Park in October 2017. Mike Nash of Kinetic Racing has used CSP Super Slick Aeroflow coating on his car 98 Seat Supercopa and explains that a big problem of endurance racing is 'wheel pickup.' This occurs when the discarded tyre rubber is driven over and the hot, sticky rubber can then find itself stuck to the inside of the wheel rims. The consequence is that the wheel will be out of balance causing vibration to travel along the drive train and cause un-necessary wear on the drive train all the way in to the gearbox.

As technical partners CSP Detailing will provide the drivers and teams access to their specialist motorsport coatings and product range and will be awarding prizes of products and have their specialist technology at each round of the Championship. Stop press news is that our first race meeting and first round of the CNC Heads championship took place on 17<sup>th</sup> March at Oulton Park in falling snow! One race was black flagged due to poor visibility and the marshals received emergency rations of hot soup at lunchtime. The meeting was run to completion in atrocious conditions and everyone went home frozen to the bone. Let us hope that the rest of the season is kinder to us all.

*Peter Gorrie NW Centre Secretary.*