Spotlamp



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Magazine Editor	Mr Rob Selley 01752 311128 1 Upland Drive Derriford, Plymouth PL6 6BB **spotlampeditor@plymouthmotorclub.co.uk**
Press & PRO	Mr Kevin Moyses 0780079373 (6-9pm only)
Chief Marshal and Safety officer	Mr Jay Brown 07867 860984. **chiefmarshal@plymouthmotorclub.co.uk**
General Committee	Darren Stevens, Simon Heywood James Ellison, Sean Harris
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Plymouth Motor Club Diary 2018

March 2018		
9th		Scatter Rally
10th		Werrington Working Day
16th		AGM Meeting Raffles
30th		Austin 12 Car Rally
April 2018		
13th		Comus Cup
27th		Barton Cup 12 Car Rally
Werrington Park Hillclimb 5th/6th May 2018		

Series Dates 2018

Scatters:

9th February,
9th March,
8th June,
12th October,
9th November.

12 Car Dates:

30th March,
27th April,
25th May,
29th June,
27th July,
28th September,
26th October,
30th November.

Comus Cup:

13th April,
11th May,
13th July,
19th August,
14th September.

Editorial

Well I can start by saying I've definitely written this part when its been considerably warmer outside than it is today. I feel for all that are out there still prepping their cars for the season ahead as it is absolutely freezing and the snow forecast over the next week wont do those any favours.

But I do have an answer to that, take a break, grab a cup of something hot and sit down with this very magazine for a few minutes to get yourself warmed back up and ready for the next job ahead. By the end of the day you'll have finished the work you were doing still being able to feel your fingers and your reading time would have been completed as well.

This months a big issue as well with Alf providing a very good story which further reinforces why he got the editors award last year. Steve O'Mara also gives us a great story from this years Valentines Rally.

Until Next Month, Good Bye. ***Rob Selley***


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CHIEF EXECUTIVE
Club of the Year

Chairman's Chat

Greetings! Well we are off to a flying start again this year. Hot on the heels of the Dinner & Dance, there was the first stage rally of the year at Brean. One crew entered under the PMC banner in the form of Chris Slade and Tom Goss in Chris's Honda Civic. A brilliant start to the year for them coming in 15th overall (6.28 behind event winner Aaron Newby, and 1 minute outside the top ten) and 3rd in Class C (only 2.44 behind class winner Josh Payton, which is a fantastic result!) The Sunday was a difficult day for all involved as long time event sponsor and great friend to the event Terry Bliss sadly passed away on the Saturday night. Terry's sons Stuart and Richard (and the family) wished for the event to continue in full and the boys to compete on the Sunday (who came in 8th and 9th o/a and 1st and 2nd in class) Our thoughts are with the Bliss family and Bliss motorsport team.

Onto our first club event and the first scatter of the year held on the 9th Feb. Organised by James Ellison. Congrats to Simon Heywood and Sophie Buckland taking the win, with Isobel and Joan Golightly taking second place. New members Simon and Stephanie Russell (welcome guys!) came third and Andy Hamlyn, swapping seats to navigate Lucy Wilson into fourth. Well done all.

February also hosted our Valentines 12 car organised by Simon Heywood and Sophie Buckland. Seven crews entered, 4 of which were "valentines mixed crews". A great little event and well received by all. The results for this event are scored slightly different to our normal 12 cars in that mixed crews (male and female) are placed before the normal crews (called also ran!) Well it is Valentines!

So congrats to Stewart Freeman and Tess Salvage on the win, Steve O'Mara and Isobel Golightly 2nd, Lucy Wilson and Andy Flanaghan in 3rd, and Brent Burton and Loz Lapthorne in 4th. On to the also ran: Ryan Harris with Alan Frame naving 5th, Anton Shaw / Darren Stevens 6th and Gary Parker with the returning Tony Bassett in 7th Well done to all competitors, marshals and organisers. Talking of organisers Sophie Buckland had an extremely busy motorsport weekend, organising the 12 car on the Friday night, then travelling up to Llandudno to compete on the Cambrian Stages on Sat and then travelling over to Snetterton for compete on the Sunday.

This month also had the ASWMC Awards, and a couple of Plymouth MC winners; 3rd in the open navigational rally championship were Simon Heywood and Sam Treleaven. 4th in the Sealed Surface Stage Rally Championship was Danielle Furzeland. Well done guys.

Our AGM is on Friday 16th March at "Raffles" Ermington Terrace Plymouth 7:45 for 8pm start. Please make sure you can attend, remember it's your club.

Don't forget if you need or would like to talk to me, please don't hesitate to contact me email is: chairman@plymouthmotorclub.co.uk or 07867 86094 is my mobile number. **Jay Brown Chairman**

Spotlamp is published on the 3rd Friday of each month (hopefully!).
Contributions should be sent to the Editor, address as published in the list of Club Officers, or e-mailed to **spotlampeditor@plymouthmotorclub.co.uk.** All articles should be with the Editor by the 14th of the month. The Editor reserves the right to amend articles received as necessary. The views expressed in Spotlamp are the views of the individual contributors and not necessarily those of the Editor, or of the Club and its Officers. Copyright Plymouth Motor Club 2016©


Chris Slade
Tom Goss
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Chris Slade
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Competitions update – February 2018

Let's start at the top this month – Werrington. It's sort of crept up on me this year and, to be honest, I'm starting to panic. Jason Hayes, who runs our online entries system, has had some technical problems with his server which he tells me are now resolved. Jen hasn't proof read the regulations yet so I cannot apply for a permit. We have paid for a track licence but not received it and, finally, Kate Anderson (the MSA Safety Director) is coming to inspect the venue during the event. All of which hasn't helped the progress of the event planning.

However, my biggest worry is one that I cannot resolve - getting people to help with the Friday set up & Sunday evening dismantling of the equipment that we need to run the hillclimb is proving to be an almost insurmountable task. All I'm asking is for you to spend one day helping your club to put together or take apart the event that keeps your club financially sound and your membership fees low. Not much to ask is it? I can do all of the preparations beforehand and spend all week on site preparing for the event but putting out all of the kit in one day on my own is beyond me. The "team" has been slowly shrinking in numbers over the years and some new blood is desperately needed. Your fellow club members who have been doing the job for more years than they care to remember will be eternally grateful for your help either on Friday or Sunday. Anyway, look at it this way, it will be a good lesson in venue set-up for those who will be putting together the rally time trial at Mount Edgcumbe later in the year ☺.

Closer to now, the Valentine rally is about 3 hours away, James is organising a scatter on 9th March, the annual "get ready for Werrington" Barnies pasty eating competition

takes place on Saturday 10th March and the 12 car rally series commences on 30th March with the Austin Cup rally.

More news next month
Peter Locke

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A series of unfortunate events

I've never actually owned what you would call a "real" rally car, I've had cars with a few shoddy bits on, but they have all either fallen short in one way or another or fallen against a hedge in one way or another, the latter being more prevalent than anything else. I once (twice, not my fault) had a Mk 2 escort, everyone wants a Mk 2 escort, but this was back in the days of yore when they were cheap, cheap enough in fact to throw it in a hedge one night on a rare occasion I was driving on a 12 car. So endeth that sermon. The nearest I had to a real rally car was Totti, purchased from Paul Price who built it (slung it together – wouldn't like to guess where the parts came from) as a 1400cc Peugeot 205 road rally car, not one of these high revving high power getting away from the police kinda 1400s, more of a low revving struggling to breath kinda 1400cc, I bought it and semi finished it for stage rallies but it fell against a hedge on one event thus ending my love affair with it. The car itself went on to be sort of repaired (with a hammer) and Paul bought it back and we had some giggles in it, mostly at the cars expense. Lets just say it has a character of its own, the car still lives ish and is rumoured to be fit for purpose for a few 12 cars at some time in the near future, so I didn't actually kill this one. Im sure Paul will one day undertake that victory. I also had a Pug 106 XSI (2 in fact but the first one again wasn't my fault either) which ended up famously over a bank on a rally test day. I tested it. It failed. Forever. A series of unfortunate events. Leading me nowhere. In the words of the very great 1D, Its the "Story of my life".

At that stage in my life I then decided that driving wasn't for me, and for the best part I've stayed away from it for the last few years, preferring to sit in the navigators seat on

road and stage events, its significantly cheaper to buy a map than it is to buy a new front wing, I can sharpen my pencil for much less than a gearbox rebuild would cost, and packing a rally bag doesn't take up every spare living hour you have for the 2 weeks prior to an event, plus my rally bag doesn't actually break down on the 1st stage. So a navigator I am. But the yearning is always there. Its an itch you sometimes must scratch. You should often see a doctor about such itches and get some cream, but some itches are errmm embarrassing and you prefer to keep them to yourself. My history of driving was indeed embarrassing. Apparently, so others tell me at least.

Other than the entire rest of my life, this series of unfortunate events starts with my divorce, as I needed a car, not just any car, but a set of wheels that were befitting a young eligible man in the prime of his life and about to set out on adventures new, at the time I was sitting with Ben Parker in the cheap seat in his Honda, and as luck would have it as I was looking for a car Ben came across a Honda Civic Type R that was local and in my budget range, and hence I became a Honda owner for the first time in my life at 48 years old, a car normally frequented by spotty faced oiks with a bad attitude which matched their skin condition, and here I was, a sensible 48, still on the right side of maturity, and the owner of a chav chariot. And it was red, so it looked fast, in fact it went very well, and over a period of time I managed a few Hillclimbs and sprints, never more than a couple or three, but enough to think that driving was still actually quite good fun again. We even managed to get Sam Richards out in it on a couple of 12 cars and at Werrington Park, but the low profile tyres proved to be no substitute for the 12 car lanes and subsequently we had more punctures than we

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carried spares on 2 separate occasions, so while it was fun in the lanes, it was also unfortunate. It went well for a standard road car, and handled well, but it still lacked the finesse of some of the other cars and I always felt tempted to tweak it, but was kept busy with Ben and indeed life and work generally so never got around to it. I spent hours scrolling the internet, buying and fitting things in my head, but never actually got around to spending any money. Pencils remained cheaper.

At one point shortly after Werrington Park in 2015 the Hondas first life was sadly extinguished as it started to rattle from within and the bottom end went on it so it was mothballed for a while, I didn't need it for work/social and domestic pleasure, so with its knackered engine it sat there resting in my carpark in work for the best part of an entire summer and well in to the autumn. It then transpired that, once again thanks to Ben Parker, I could spend a bag of money and get another engine, so I did, and as Ben and I were swapping favours, he fitted it for me, and we were off to the MOT centre to get the thing back on the road, and again, I browsed the Demon Tweeks catalogue for many an hour late in to the evenings looking at things I could buy, but never actually did. Pencils were still cheaper. Building a rally car in your head is far easier and much cheaper than doing it for real. I was, and probably still am, a dreamer.

Roll forwards (an unfortunate choice of words perhaps) to the South Hams rally test day in 2016, the last time I was there was 2010 when the unfortunate incident of the hedge rolling Peugeot took place, and before you know it Mike Perkin and myself were whizzing around a very wet test day, the Honda was great fun, potentially due to the conditions being unfortunately wet, one of the best cars

there with its driveability, decent spread of power, and good road tyres. I was indeed, enthusiastic about the car. And then on the way home the head gasket went and the bottom end developed a rattle, one of those rattles that's not bad, but bad enough to be unfortunate again. So the car was mothballed. Again. In the carpark. In work. Forever as it turns out. Ish.
During the next 18 months I swapped seats in stage rally cars (sacked Ben Parker and went for a lightweight car with a lightweight midget of a man) and started sitting with Dan Gibson in the Darrian, initially for only 1 event as I was going to have a year off in 2017 and repair the Honda which had been sat for 12 months, so while sitting with Dan (and subsequently helping him to win the 2017 ASWMC stage rally series, big up to Dan Gibson) my thoughts were still on the Honda, so in the summer of 17, I started fishing around and looking in to costs to rebuild the engine, or looking at replacements, either way it was in the region of £1000 for a 2nd hand engine of unknown condition, lets face it, the spotty faced oiks rag them everywhere so what's the chances of finding a good one, or rebuilding mine and spending a minimum of £2000 ish, now that's what I call unfortunate.

And its here that someone else's misfortune was my good fortune, now that sounds really bad as I'm truly not one to take advantage of a situation, but Mike Rigby Jones, a much loved though slightly crispy member of team pinky and long term very good friend of Bens had unfortunately tried to BBQ himself during 2016, and an unfortunate incident meant that he set fire to himself, on a serious note, the injuries were severe and I know many of us were deeply concerned for his health, many many months were spent in hospitals during a long and very painful recovery period before Mike could even return home, thankfully

whilst not a full recovery as yet, he returned home after a long recuperation period and is making great moves towards improving himself. A smashing chap indeed, one of the good ones. However, every cloud as they say, has a silver lining. In this case a silver Honda Civic Type R. Mike had owned one for a while, and due to his injuries it wasn't a suitable car for Mike to drive in reality, so again, Ben Parker gave me a shout that perhaps Mikes car might be for sale, a swift phone call and visit to test drive said car and we agreed a price as the car was in excellent condition, well maintained, Mike was always tinkering with it, and it had a fairly long recorded history. My plan was initially to whip the engine out and throw it in the red one, but it quickly became apparent that the silver civic was by far the better car, the only down side was that it was such a nice road car it would be a real shame to destroy it for club level messing around and motorsport, initially 12 cars were back on the list but having driven the car for a few weeks Plan A was to use it as a second car, we had just bought a T5 Camper to convert while we sold Morris the motorhome, and the T5 was to be the main car, and we were to sell our BMW estate as it was surplus to our needs, a lovely car, but there are only so many lovely cars that you need.

Plan A went in to action, the T5 was converted in to a camper for daily use, the Honda was put on the road as a second decent road car and the BMW joined my ever increasing pile of cars in work while I found a buyer for it. Morris the trusty motorhome was cleaned and sorted and made ready for a sale when I got around to it. Needless to say I have yet to get around to that.
After another unfortunate event, the BMW is now the second car again and I still have Morris the motorhome. The T5, now called Harriet, is still the main drive.

But what of the civic I hear you shout. Ah, now there's the unfortunate bit. Sam was using it for work when an elderly slightly mad man drove in to the side of it in a Motability car, the damage was fairly minimal in the overall scheme of things and fortunately it wasn't Sam's fault, but the once very nice Honda Civic in silver was now a dented Honda Civic in silver. The damage was limited to minor panel damage as in a creased door, a scuff to the wing and a light scuff to the rear driver's quarter panel along with some plastic side skirt damage. Unfortunately the insurance decided that as it was approaching 16 years old, it wasn't worth repairing and offered us £1500 for it, so all a bit pants, we would have walked away from it having made a small profit, but having no Honda, so a chat with the insurance company meant that they still gave us £1350 for it but we got to keep the car, so the unfortunate incident with the Motability car meant we now had a Honda Civic, in generally good condition but with minor panel damage, and a bag of money. The BMW has been put back to good use as we needed a 2nd car and the Honda was spare. But we had £1350 of insurance money.

After various phone calls I decided that as I had always wanted a rally car (please see paragraph one if you've lost the plot) I would use the Honda as a good donor car and convert it, with the plan being to logbook it during the year and to make it ready for sprints, hillclimbs, possibly stage rallies, and any other events that looked sensible, not as a winning car but as a bit of fun, Sam has driven on a hillclimb before and I'm hoping that we can both have some fun in the car and hopefully even get Sam through a barrs test to get her behind the wheel of the car on stage events such as Smeatharpe in the future, just for fun, if were running around at the back who cares, as its just for fun.

Less unfortunate was the impending approach of xmas, with Sam working 3 days over the holiday and me having some spare time and the chance to use the workshop uninterrupted for a few days, I decided to crack on and check out what's good for a Honda, so a few phone calls to various Honda Civic Type R sort of people (not the spotty faced ones I hasten to add) and some research meant that before you know it found myself ordering some Tarmac Bilstein's all round from Pure Motorsport who advertise in the club magazine, an OMP bolt in cage, a proper manifold/exhaust plus an armful of bits to make the car a log booked rally car, so far I have fitted the Bilstein's and the exhaust and manifold, plus dummy fitted the rollcage plus a few other bits, with a big list of bits still to go on, my initial target was to keep the car roadworthy for the 2018 south hams test day as it was a good opportunity to run the car with the main new bits on and see how it would go, I had also sourced a very nice set of Toyo R888 tyres on dynamics motorsport wheels through eBay, brand new but used for a single circuit of Silverstone, at an awesome price, so was looking to see how these worked out as well. As the test day approached I made sure the car was legal to drive to the event, sorted out some proper competition car insurance through David Auden's, very helpful chaps all round, which meant I would be able to drive limited mileage on the road to events etc with all mods declared as long as I finished the logbook over an agreed period which is ongoing.

As I noted earlier, test days and me don't always seem to work out, my first ended up over a bank with the car on its side, my second was in the red civic, as noted, a good day but ended with a rattled engine and a head gasket gone, my third was to take my Fiesta ST to the Autosolo

at Smeatharpe on the same day as the test day, this ended in power steering failure on the car and I had to limp home, I was hoping that 2018 was to shine brighter on this somewhat darkened turd of a series of unfortunate events, so Sam and I travelled up to Smeatharpe looking to get Sam behind the wheel just to experience what a stage is like and to run the car and see how it went in its mildly modified format.

The mods over xmas proved to be shall we say satisfactory, money well spent and all that, the car handled very well on its new Bilstein's, and the power was delivered nicely due to its shiney new manifold, exhaust and cold air intake system, which gave it more torque at the bottom end and seemingly more power at the top, although to be fair it was louder, so might have just felt faster. I'm no expert. Unfortunately, there's always an unfortunately, my new wheels didn't fit the car, having dropped them on to the studs one day in work to make sure the clearances etc were all good, I hadn't tried the wheel nuts, unfortunately (there's that word again) the wheel nuts didn't fit in the counterbore on the wheels so I couldn't use them on the car, so we didn't get a chance to try the better tyres, having said that it was fairly mucky so I'm not sure we would have learnt much.

And then there was the unfortunate (its that word again) moment when, with Sam at the wheel as we approached the start/finish section of the stage layout, the car broke, at first we both thought Sam had simple missed a gear as there was what seemed like a gear crunchy sort of noise, we went a few yards further and it felt OK, so we carried on, Sam saying that the car didn't feel right, as we tried to turn to go back around the stage it was clear that all wasn't well (result, I wasn't driving, winner winner chicken

dinner someone else to blame), so the better part of valour meant we left the stage at the finish line to check the car out, but as we drove through the service area something went bang, and as I got out to check, it was clear something on the suspension had broken as the passengers from wheel was askew at a somewhat unfortunate angle and was clearly detached from the rest of the car, as it turned out the lower suspension arm had failed and snapped clean in half so the front wheel was flopping around, also meaning we had popped an outer CV joint, nothing to drastic but it certainly needed repairing. We had no choice but to strip the lower arm off the car, pop the CV joint back together carefully, leave the car at Smeatharpe on an axle stand and drive the 75 miles back to Plymouth, initially to remove a spare from the red civic which has now become the spare parts car, when we got back to the workshop it was raining hard and I had no intention of crawling under a car in the rain, I'm 51 years old you know, so I welded the broken arm up with a few strengthening plates and off we set for Smeatharpe to refit and get the car home, all went well with no more unfortunate events. The repaired arm fitted fine if somewhat temporary, the CV went back in very well, and we were sorted and on the way home before you can say "Sam, do you fancy a glass of Pinot".

So there ends, hopefully, the series of unfortunate events, the cars back in work, the cage is about to be finished and removed for powder coating before being refitted, I've got some seats on the way to me from Bimarco in Poland, still looking for some new harnesses, fit extinguishers, mudflaps, electrical cutouts etc plus all the other bits and bobs needed on a stage car, with the intention of doing the first Treloy sprint of the year at the end of March with Sam, all of the interior that I can fit needs to go back

in as the car will be in class A3 for road going saloons where the rules state interior trim to be fitted, and hopefully by the TSH weekend down at RAF Portreath Ill have the car finished and ready for log booking as a fun club level rally car. Im not looking to do TSH, just as a target date. Hopefully, no more unfortunate events, not at least until we get to drive it properly.

Ill update you all once we get the project a bit further forwards, but watch this space, Im already thinking about stripping the red civic for the shell and getting a proper weld in cage fitted, putting a price on your own safety is a hard one to argue with, building the silver civic to be used as a road car has meant there are many compromises, and having sat with Ben in his earlier civic, the rollcage is a work of art and your left feeling much more confident, plus starting with a fresh bare shell which has been blasted etc to check for rust will give a much better long term rally car, most of the other bits are transferable, it may be that it's a 2 or 3 year project based on time, money, and indeed enthusiasm, but lets just say, I have a dream. Many to be fair, none of which I can write here, but we will see what's what in the longer term. Stage rally regs are ever changing for new cars, by the time the red one might or might not see the light of the day the ROPS (roll over protection/rollcages) regs will have changed as no doubt other regs will have followed suit, but I do believe that for the best part all of these rule changes are for our own safety in the long term, and I can only look at my long term goal and think that if I'm going to do it, Ill want it to be safe as well as fun. The Silver Civic will take us in to the fun zone without being to serious, I wonder where the red one will take us, at my age it best take us there fast as I'm aging and changing quicker than the regs for rallies are. More news as it happens. If it happens.

Alf Chanter


PRIVATE









Werrington Work Party
10th March



And Join In On The 10th March For The Werrington Working Party To Help Prepare For The 2018 Event. Barnies Pasties Supplied For Lunch If You Contact Peter Locke In Advance With Your Attendance

AWARDS

You will see in your previous email copy of the magazine the awards list as presented at the dinner and dance.

You can see from this the extent of what is on offer whether you compete, organise or marshall, no awards for just watching.

78 members scored points in the marshalling section and 48 on the competition side.

If you are marshalling, make sure that you sign on, you should for your own sake in case of an incident, but points for the awards are taken from these sheets. Also on the 12 car rallies make sure the organiser has you listed on the control allocation sheet for each control you run as points are awarded for additional controls.

On the competing front you will see there are awards for best in the ASWMC championship (any one) and also the Cornish Speed Championship. You must register and enter as a member of PMC.

I will try to keep the points tables as up to date as I can subject to having the results, which James is going to put on the website.

Have an active and safe season and maybe we will see you collecting one of those trophies at next years dinner.

Malcolm Tuppen. Awards Sec.

Golden Jubilee	February Scatter	Valentine Rally
James Ellison	10	
Sophie Buckland		10
Wayne Grim-shaw		10
Rhea Macaisip		10
Jay Brown		10
Dave Webb		10
Alf Chanter		10
Sam Richards		10
John Sluman		10
Andy Hamlyn		10
Simon Heywood		10

Mercury	February Scatter	Valentine Rally
Isobel Golightly	18	18
Lucy Wilson	14	16
Simon Heywood	20	
Sophie Buckland	20	
Stuart Freeman		20
Tess Salvage		20
Steve O'Mara		18
Joan Golightly	18	
Stephanie Russell	16	
Simon Russell	16	
Andy Flanaghan		16
Andy Hamlyn	14	
Ryan Harris		12
Alan Frame		12
Darren Stevens		10
Gary Parker		10
Tony Bassett		10

PMC Valentine's Rally – by Steve O'Mara and Isobel Golightly

New Season… new start… new car…. Same plucky and determined team! Isobel and I decided to enter the PMC Valentine as a team (our first for PMC, but not our first time together). Plus, it was a good way to shake down the new Fiesta, and recover from the hard-earned and enjoyable, yet no less arduous finish on the Primrose which killed off the little Puma!

So after some fine dining and socialising at the Hunting lodge we set off on the rally. We were car 3 Away from MTC1, first it was a case of getting used to the new car – an extra 30bhp was very noticeable, but so was the way in which that power was delivered. Below 4,000rpm a muted and almost tediously flat torque delivery; however above, and when the VVT kicked in; the car came alive, fizzing and snarling into life. With an equally impressive amount of wheelspin I might add!! This meant adapting the driving style somewhat, in order to avoid a sticky end in a hedge somewhere! After the first mile or so the beast was tamed, and we could press on.

The awesome route which started just north of the Hunting Lodge, saw us heading around the eastern edges of Plympton, Sparkwell and up towards Cornwood, Lutton, before heading over to Ermington, Ugborough, Penquit and finally finishing in Ivybridge. Anyone who knows these areas well, will know there are some fantastic rally roads in the vicinity, and the route did not disappoint.

Once we settled into the rhythm of the rally and the car we were actually doing quite well. Not dropping too

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much, collecting all the boards on the way; and the teamwork was thriving. However, (there's always a "but" or a "however" isn't there?) we had our first hiccup, well wasn't so much our hiccup as the driver in front re-living his dinner in reverse! We were being chased by car 4, so not wishing to hold them up we pulled over to let them past. Almost immediately, we rounded the corner to be greeted by a TC – it was at this point that the driver (who shall remain nameless so I can spare their blushes!) Leapt out of his car and into the nearby hedge to spontaneously deposit the contents of his stomach into the Devon countryside. Sadly, there wasn't enough room to get by, so we had to patiently wait for some minutes until the nav decided that it might be a good idea to shift for us!

Back on track we continued on, enjoying the twisty lanes and a couple of well-timed handbrakes to keep the adrenaline levels up.

The PC boards kept on coming, which was encouraging as then we knew we could be certain of being on the correct route.

The first section of plot and bash went without a hiccup. Which was more than can be said for the last, which unfortunately shall henceforth be known as "plot and hash!" Once the envelope was ripped open Isobel set to figuring out the road ahead. I proceeded at a slow(ish) pace to give her time to get the route down and still give directions for the immediate turns so we could keep moving. However… (I told you there's always a "however") I either misheard, wasn't paying attention or simply made a schoolboy error; but turned right when I should have turned left. Before too long I'd gotten us more than a bit lost, and had to concede defeat and revert back to crisis mode! Luckily, between us with Isobel's excellent map skills

and my tiny bit of local knowledge; we re-routed, found our position and headed to the finish. Unfortunately we'd missed the last board, but the penalty was an acceptable compromise for still putting in a decent time (10mins late and 5mins for the board).

So we finished the evening on 15points – fifth place. By quirk of the Valentine, and the fact we were a mixed crew; this translated to second… albeit on a technicality! But for our first PMC event, and first night in a new car; we were both happy with the result and retired to McDonald's for celebratory nuggets of chicken and flavoured milk. We'd like to thank Simon and Sophie for putting together the route – terrific as it was, and I believe it was fairly last-minute as well. So well done to you guys and thanks! Also thanks to the organisers, the marshals, Jay and everyone else who stood out in the freezing cold with a clock or a clipboard – without you guys there would be no sport.

Looking forwards to the next event when the season starts proper! **Steve & Isobel.**



PLYMOUTH MOTOR CLUB LTD
12 CAR NAVIGATIONAL
RALLY SERIES 2018
OFFICIAL ENTRY FORM

MONTH.....

DRIVER'S NAME .....

Address: ……

……...

Tel. No (Evenings) .....

NAVIGATOR'S NAME …….....

Address: ……..

…….

Tel. No (Evenings) .....

ACCIDENT!! Contact Name .....Tel No .....

DETAILS OF ENTRY

Car,

Make and Model .....

Engine Cc..... Reg. Num.....Colour.....

Current Cheques/Postal Orders must be made payable to Plymouth Motor Club Ltd.

Entry Fee	£ 17.00
Membership Fee	£
Insurance Fee	£
Total enclosed	£

ORGANISERS.

Membership Cards Checked? Yes / No

Please Sign Form Over.

INDEMNIFICATION & DECLARATION

'I declare that I have been given the opportunity to read the General Regulations of the Motor Sports Association &, if any, the Supplementary Regulations for this event & agree to be bound by them. I declare that I am physically & mentally fit & competent to take part in the event. I understand that motorsport is dangerous& accidents causing death, injury, disability & property damage can & do happen. I understand that these risks may give rise to my suffering personal injury or other loss & I acknowledge & accept these risks'.

'In consideration of the acceptance of this entry I agree that neither any one of or any combination of the MSA & its associated clubs, the organisers, the track owners or other occupiers, the promoters & their respective officers, servants, representatives & agents (the 'Parties') shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify & hold harmless each of the Parties in respect of any loss or loss whatsoever & howsoever arising from my participation in the Event'.

'I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates & that the vehicle entered is suitable & roadworthy for the event having regard to the course & the speeds which will be reached'.
'I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law'.
'I have read & fully understood the Procedure for Control of drugs & Alcohol as contained in the Competitors' & Officials' Yearbook Regulations H39, D35.1, G15.1.4 & have also fully familiarised myself with the information on the web sites referred to (www.ukad.org.uk & www.wada-ama.org) in particular the Anti Doping Rules which have been adopted by the MSA (as amended). Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UKAD Code Art 5.6.2) I hereby confirm that I give such consent for the minor concerned to be tested'.

'I hereby agree to abide by the MSA Child Safe Guarding Policy & Guidelines & the National Sporting Code of Conduct'.

DRIVERS SIGNATURE .....

DATE .....AGE (if under 18) .....

NAVIGATORS SIGNATURE .....

DATE .....AGE (if under 18) .....

Entrants under 18 years of age must have this form countersigned below.

"This entry is made with my consent"

PARENT OR GUARDIAN OF DRIVER PARENT OR GUARDIAN OF NAVIGATOR

Full Name .....Full Name .....

Relationship.....Relationship .....

Address.....Address .....

Tel. No . .....… Tel. No …….....

Signature.....Signature .....

Date.....Date ....

PLYMOUTH MOTOR CLUB LTD

Application for Membership 2018

To: The Membership Secretary, Mr Keith Selley
1 Upland Drive, Derriford, Plymouth PL6 6BB.
Email: membershipsec@plymouthmotorclub.co.uk 01752 311128

I hereby apply to be admitted as a member of the above company, I agree to observe the Rules and regulations of the company and I am aware that membership will not involve me in any liability to pay my Annual subscription and to pay a sum not exceeding £1, in the event of the company being wound up whilst I am a member.

Title ____ First Name_____ Surname _____

Address _____

_____

Post Code _____ Telephone _____

Email Address _____
Family Member (if applicable)

Title ____ First Name_____ Surname _____

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Please circle the type of membership applied for
(Family membership is for two or more members of a family residing at the same address)

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Please return this form together with the correct fee, to the membership secretary.
Please make cheques payable to Plymouth Motor Club Ltd.

Signature _____ Date _____

For Bank transfer Sort code 09-01-51/Account 18187317 and state full name and email/post form to:
membershipsec@plymouthmotorclub.co.uk

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