Spotlamp



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General Committee	Simon Heywood James Ellison, Sean Harris
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Plymouth Motor Club Diary 2018

April 2018		
27th		Barton 12 Car Rally (Organiser Darren Stevens Start Halfway House Two Waters Foot, PL14 6HR Liskeard, Cornwall 9pm)
May 2018		
Werrington Park Hillclimb 5th/6th May 2018		
11th		Comus Cup SE Cornwall starting from the Carkeel Services, Saltash. 7:30 pm Finish Venue. The Cross House Inn, Metherell, PL17 8BQ from 9 pm. Contact James Ellison or Chris Pearce to enter.
19th/20th		Subaru WRC Spares TSH Stages
23rd		Castle Combe Track Day Contact Geoff Thomas For More Details 01752 344657
25th		Ford Cup 12 Car Rally

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

Another month, another page. The weather this month has definitely been a tale of two sides. I thought with the few days of sunshine that summer had a arrived early but I think a lot of us jumped the gun early with those thoughts. How dare we think that we can have a summer this soon in the year. Although the shorts are still out of the wardrobe, I think I'll leave those for the postman to wear for a bit longer. Werrington is just around the corner with setting up starting next week but I won't go into that because next month will feature it heavily and more info on the event can be found within this very magazine. Sadly this will be two years since I did my first Hillclimb at Werrington but I think a plan is slowly forming with build ideas running through the brain for another attempt in the very near future. Let's just say rear wheel drive is a must. The MSA in their wisdom have made it impossible for us to run the electric Polo in the foreseeable future with the amendments to the rules for this years season. Which is a completely different view compared with the government and motor manufacturers that are pushing forward the purchase/adoption of electric vehicles in the near future as a must. That's all for now, as lunchtimes up, better get back to work. See you at Werrington.

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

P.S Please Help Me Fill Next Month Mag With Some Articles or Photos You May Have.

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©

Chairman's Chat

I write this having just returned from Portreath Sprint. Unusally feeling worried and anxious. Why? Well last year we had a downward trend in marshals coming out to support events, which I hoped was a blip. The Sunday of the sprint almost never ran due to lack of marshals! Werrington is nearly on us, and usually there have been replies and offers of help by now. Yes we have had one or two but nowhere near usual. So here is the plea:

WERRINGTON NEEDS YOU!

We have 11 posts plus start and finish to man. That's about 28 marshals needed. Please support your club and the flagship event by marshalling. We even give you lunch and a marshals bar-b-q on the Saturday evening. Please contact me for any details. Don't forget we are requiring some help in setting up and packing away the event so if your free on the Friday and/or able to stay after the results on Sunday we would really appreciate it.

The Motorsport News has written a fantastic article about the Watergate Bay Hillclimb which we are co-organisers in. This following on from the MSA announcement of the permit and front page of the MSA Extra magazine. The profile of the event is definitely being raised as there have been enquiries from some tabloid newspapers wanting to run stories on the event. There will be a further "fuller" update next month.

The 12 car series for 2018 is being headed by Kev Moyses as point of contact and his role will be a "competing co-ordinator" so Kev will oversee most parts of event planning however the route and navigation will be submitted to and checked another body/s,

so Kev can still compete without any conflict of interest or unfair advantage.

Planning for the Motorsport carnival at Boconnoc is still under way and everything is moving along "swimmingly". Watch this space

Don't forget if you need or would like to talk to me, for either PMC business or something you'd like raised at our regional association (ASWMC) please don't hesitate to contact me email is: chairman@plymouthmotorclub.co.uk or 07867 86094 is my mobile number.

Jay Brown

Chairman

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Competitions Update – April 2018

OK then, hands up those who like a mystery! We have an ongoing one in the Club at the moment, the mystery of the vanishing flags and banners. Kev delivered them to the Mountbatten Centre back in January for the Awards Presentation Evening, they were displayed that evening and they haven't been seen since. Jay says that he asked "someone" to look after them but cannot remember who the "someone" was… So, if you are the "someone" or you know who the "someone" is or you just have "some information" about the current whereabouts of our flags & banners please get in touch. I won't shout at you for not getting in touch sooner or blame you for hiding them away from us – I would just like them back in time to go on show at Werrington at the beginning of May.

Talking of Werrington, we currently have a few spaces on Saturday to fill so if you want to have a go, get in touch with Chris Pearce to see if they still exist. There is still plenty of scope to come & help on Friday & Sunday evening (latest news is that we have managed to borrow a tractor to lift the tyre bales on to the trucks on Sunday so almost eliminating the heavy lifting of previous clear up sessions) and even more scope for track marshals on Saturday & Sunday.

Please do come along and help.

You may remember in my last missive a paragraph about social gatherings at the finish venues of the Comus treasure hunts & the scatter rallies that we run during the year. It seems that we fell at the first hurdle as no-one knew where the recent treasure hunt was due to finish L. However, my spies have been hard at work and have told me that the

finish location of the next one is the Cross House Inn, Metherell, near St Dominick. PL17 8BQ is the postcode. The organiser (James Ellison, I believe) will be there from about 9pm, so why not pop along for a chat?

More news next month.

Peter Lock



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Days Out With Two 'Werrington Pensioners'

Earlier in the year we had a successful day making good an area of the Tyre storage barn at Werrington which involved the removal of the mud and earth floor from one section replacing it with some road scalping's. With me in the digger and dad and Peter on wheel barrow and shovel duty we managed to complete the task despite the snow and wind that tried to stop play.

Another section needs attention so maybe later on in the year for that one.

On a recent visit to start preparations for the Hillclimb Peter soon became aware that the entrance from the hill into the top of the bottom paddock needed attention as the earth and grass had covered the plastic grid which previously enabled easy access.

A call to saw the three of us meet up again with digger, shovel and wheel barrows at the ready. Although quite an easy task, it was a rather delicate operation to avoid damage to the plastic matrix beneath. After removing up to about 150—200cm deep of earth and turf in places we managed to clear the area and distribute the spoil to another area.

A job well done if I may so myself.

As we had some time spare we decided to put it to good use and tidy up a muddy area in the farmyard and spread some scalping so that the movement of vehicles loading the tyre barriers will be easier next week. With the digger being a small track type it took an age to get to the farmyard and I think I may just hold the hill record for the slowest time of day.

After completing the work at the barn all that was left was the slow return to the bottom paddock to leave the digger for collection.

All in all this was another successful days work which we hope will make a contribution to the efficient running of the Hillclimb especially if the weather is unkind to us leading up to the event.
Talking of the weather ! What a total contrast it was this time, basking in the sunshine around 18-20 degrees and last time with hats, gloves, snow and wind at around 1 degree.
Hopefully with that in mind we will do the other section of the barn before autumn, hopefully Peter and dad will have recovered by then and maybe we get a digger with a more comfortable seat for me.



Rob Selley



A series of less unfortunate events

Last time I spilt ink on to the page, I was telling you about my unfortunate life and where it was going. Aptly entitled "A series of unfortunate events" bemoaning my essentially lack of success behind the wheel of a car.

As your aware from my last sciblings, Im having a go at preparing a Honda Civic for use within motorsport circles, with my aim at the end of the last article to get it finished to be able to compete on the occasional stage rally and the occasional speed events etc, all fairly local and to a budget. The news is good, the car has competed at its first event being the very recent Treloy sprint down at Newquay airport for the first of the sprints held locally within the Cornish championship for 2018.

To get there from where I was with my last article was seemingly a small step as on paper most of the jobs had been done, but its very surprising how much time and effort, not to mention money, that you can expend while finishing a car to do events. Many hours were spent in work finalising things to how I wanted them, I'm not one for the highest of standards on a car as I'm not that good at looking after them, mechanically I'm fine, its just that when I was 20 it seemed a lot more fun, when your 52 the entire kneeling down to fit things to the floor, the reaching around to sort seats, getting in those awkward places to do the hard to reach bolts up, crawling around underneath, it all seemed so much less fun than it used to be, and there were times when I sat in work on the cold floor, with my cuppa in my hand thinking that I'm sure there were other hobbies I could be doing. All I needed was my slippers and I could have slipped in to an age induced coma and spilt my tea in my own lap. Dead birds and all that.

So, despite my age and relative lack of enthusiasm, I was finding that I did in fact spend countless hours just finishing a few simple jobs. Fitting seats, seat belts, sorting interiors, taking the cage in and out, doing a complete dummy build before taking it all back out again to tart the interior up and have the cage painted before refitting everything for a final time seemed to take forever, and then there were the little finishing touches, door squares, making it pretty, fitting wheels etc, splashing some spray paint around the interiors a bit, having spent a reasonable amount of money on the "budget" build, not to mention a fair chunk of time, I was keen that it looked OK when I was finished, it's a pride thing. And, it did, by the time I started to drive it around a week before Treloy making sure everything worked, it was looking nice, everything fitted nicely and looked like it belonged there, and it looked a bit as how I had intended it. I was very pleased with it.

Its not finished as yet, as the plan is still to log book it for stage events, so I have things like extinguishers, electrical cut outs etc etc to do to get it to that stage, but it was sprint ready, with all of the relevant interior back in it looked and worked quite well I thought, yet it was still a lovely drive as a road car, if not a bit louder and firmer than before, but it felt like it was built to do a job, I was happy with it.

And then there was the sprint, held on the back of Newquay airport and organised by Newquay Auto Club, running 4 events across the year with the March event being the first, Mike Perkin was to double drive the car as he's still devoid of any motorsport at this time and It was a sympathy drive to be honest, my bit for the community etc. Many hours were spent the day before loading a variety of tools, tyres and general paraphernalia in to Harriet the

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T5 just in case we needed anything, and with the T5 being our hospitality suite for the day we needed the usual range of milk and teabags etc, and with alarms getting us up early on the morning as the clocks had also sprung forwards (Sam doesn't do mornings and was proper grumpy) we set of to Treloy, meeting with team Parker and Team Heywood down at Trerulefoot, although Ben did have to drive home again as they has forgotten the beam breakers. Ben and Simon were both giving their rally cars an airing whilst Gary (senior) Parker was using his errmmm diesel 1600cc Peugeot 206. A novel choice but fun all the same. A short drive to the venue and we were in and set up ready to go by 8.30, scruitineering done and dusted and Mike Perkin arriving fashionably later than the rest of us, we were all set for a good days sport. The forecast was leading us astray by saying it was going to be a nice day, naturally we were sceptical but left the wets at home, not that I have any, but the Met office inspired us with promises of many hours of sunshine. And the promise was fulfilled, the weather was glorious, when only the weekend before we had all been snowed in and then flooded out during the week, it was a bit of a bonus.

Treloy traditionally means you get about 8 runs due to the circuit layout being circular, so as you finish your run your straight back in to the paddock and ready to go again, giving us a constant stream of cars heading for the finish line and back to the paddock. Both Mike and myself had our first practice where after a winters lack of use it was very slippery, the track that is, not Mike, and we both commented on the amount of understeer we had, although the car seemed to be going well enough and handling well, it just didn't love the entire steering thing, running some R888 tyres meant we were well shod, but the Honda is quite peaky and too much throttle

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on the corners meant fairly severe understeer, subsequently less throttle meant a slower time, so it was a balance of throttle versus understeer for the Honda. This was a theme which continued during the day, although our times did get much better, we were struggling with the understeer on all runs, Mike is generally quicker than me and indeed this continued to be the case through the afternoon timed runs as well, still getting faster as each run went, we were generally pleased with the car, with Mike ending up about 1.8 seconds faster than the event in which he last competed and used my Red Civic, so the car was certainly better, I almost matched my times from a couple of years back when Ben allowed me to borrow his road rally car, in the ideal world I would like to have beaten that as the new Honda has a bit more power, but the understeer stopped that from happening. My target had been to get under 50 seconds, I ended up with my best lap at 50.48 seconds, matching Simon Heywoods time to the tenth.

The conclusion after a good days sprinting was that the Honda has ended up as a very good car with lots of potential, it goes well and handles well, its still comfortable and does pretty much everything I wanted, the exception being that it simply doesn't like turning in and understeers fairly heavily, something that most powerful front wheel drive cars do suffer from. In the overall scheme of things the car has so far met my expectations and then some, but there's a but, there always is. You go to an event and you don't win. Perhaps winning is too strong a word, but no matter how hard we tried we weren't on the pace, we were about 1.5 seconds off the pace of most in the class and 5 seconds off the untouchable class winner, the 1.5 seconds would put us in the mix, and its clear that to gain that time, I need a limited slip diff to get the car to turn in better. Neither Mike or I are bad drivers, and we

were driving it as hard as we could, the car was handling lovely on its Bilstein suspension so there's no doubt that an LSD will greatly benefit the car. Originally I didn't think it was going to be an issue as I would just be happy to have fun. But the 1.5 seconds means that there's a target, a challenge, that's in reality relies on buying and fitting a limited slip diff, at the very least it will go a long way towards it. Traction is king as they say. Traction can also be fairly costly, so I have to weigh up the balance between a budget car and the ever increasing need to get the max from the car by spending more money, the only saving grace is that anything I do buy will be an investment in the car and will enable me to have fun in the future. So Ive convinced myself, its an investment.

What's in the immediate future you ask, basically it's the finishing touches to get the car to a stage rally level, the final few bits to be fitted and to get it log booked, Im still just about on target for a May log booking session hopefully, we have a holiday in the second half of April but early May onwards will see me looking to get it finished and log booked ASAP. And then there's the limited slip diff. Mmmmmm. There's a thought. How far do you go, a better gearbox with better rations perhaps, then after the LSD and gearbox is wanting for more power which probably means throttle bodies. By the time a gearbox or LSD is sorted and then the throttle bodies sorted, suddenly the budget is out of the window, but I would have a very nice rally car for under £10k still. Motorsport and money are always destined to pass each other by sadly.

Alf Chanter

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