Spotlamp



June 2018

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Plymouth Motor Club Diary 2018

May 2018		
25th		Ford Cup 12 Car Rally Organised by John Sluman map 202 Signing on at the Union Inn, Market Road, Plympton. From 19:30 hours.
June 2018		
8th		Scatter Rally
23rd/24th		Tregrehan Hillclimb
29th		Hillman 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

Well, this hot weather seems to be lasting longer than most people were expecting. I'm not complaining about it but could we just lower the temperature a bit because sitting in an exam hall full of stressed and sweating teenagers isn't a pleasant experience. I'll get the embarrassing part out the way next by saying thank you for my Spirit of The Event Award at Werrington, I'm glad that the event ran smoothly, the challenge now is to make next years event bigger and better than this years event if that's even possible. I'll keep this month short as I'm pressed for time.
Until Next Month, Good Bye. ***Rob Selley***

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©

Found

A big thank you needs to go out to Malcom for finding the whereabouts of the flags and banners that were missing after the dinner and dance. He also took time out of his day to go and collect them from where they were found.

Chairman's Chat

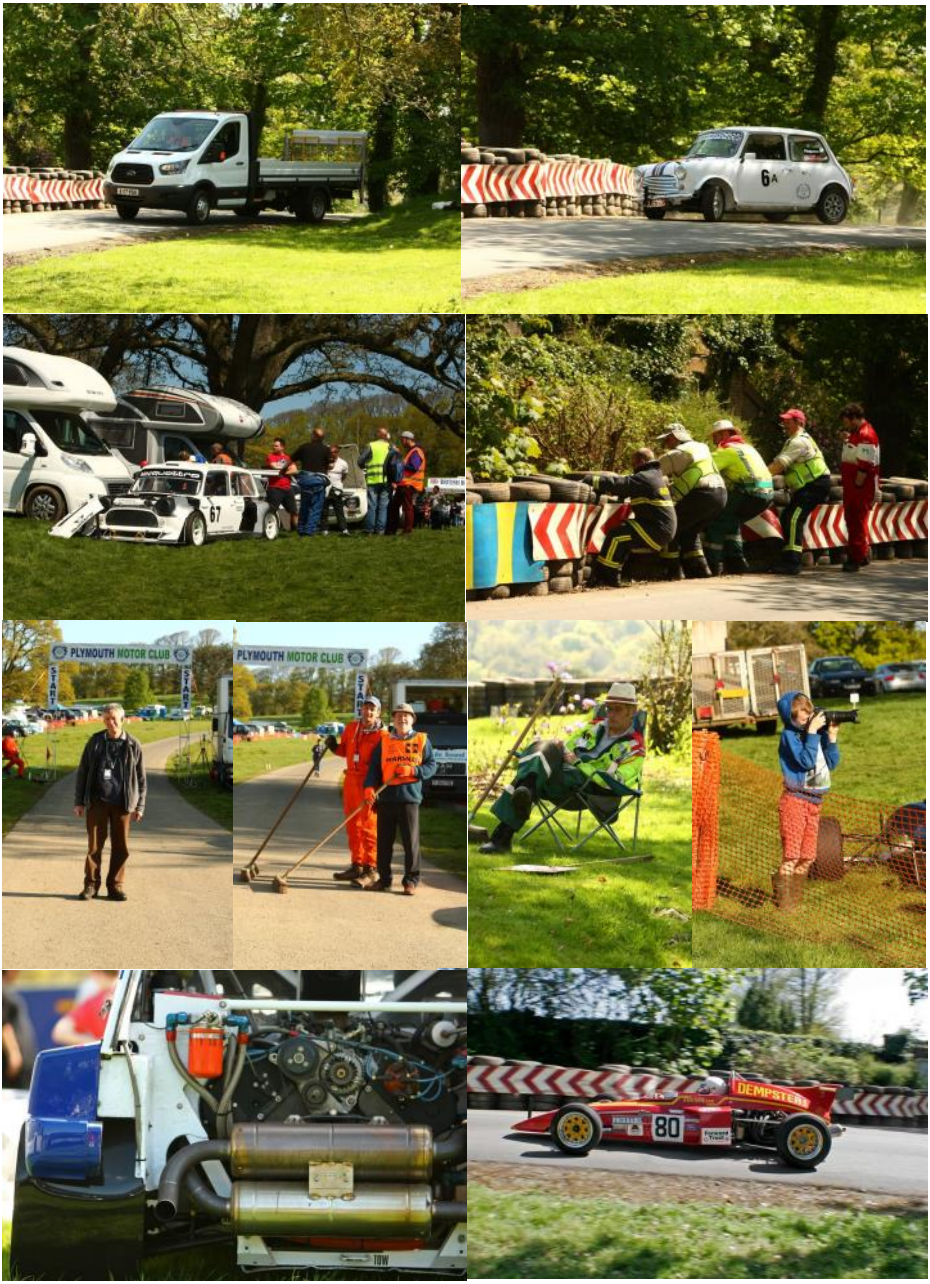
Apologies for destroying quite so many barriers yesterday after the cattle grid and please pass my thanks to the rescue team who were so quick to get to me and check all was well, which apart from from a dented pride it was really. Hope today goes well for everyone. Kind regards, **Car 24 red Mazda Nigel**

Many thanks for all the work that must have been done to create such an excellent weekend. Best Regards **Peter Hodson.**

Christine, Many thanks for your help in getting my entry sorted, it was very much appreciated Thanks as well to the wider Plymouth MC Team for a great event, run in such an efficient and friendly way with clearly a lot of hard graft having gone on behind the scenes. It was 20 years or so since my last event at Werrington but the challenge of the venue was soon recalled after my first practice run and a fabulous weekend unfolded. Thanks again and all the best. **Tony Wiltshire.**

Thanks very much for a very well run event and lovely weather! Regards **Chris Smith**

Werrington In Pictures
Photos Courtesy Of Howie Fowler



Competitions Update – May 2018

Werrington – sunny, sunny Werrington!!!!! It all came right in the end but at 10pm on the Friday night it still wasn't finished and I was beginning to wonder. However, with an early start & lots of help, it was finished off on Saturday morning and we started (almost) on time. Many, many thanks to those who came and helped during the day on Friday & Sunday evening with setting up & packing away and to our telehandler driver, Duncan Heywood. As I said last month, the tractor on Sunday made light work of moving the tyres and it was good to see people standing round talking instead of being so worn out that they could hardly move. I hope there's a picture somewhere in the magazine of some of you stood at the cattle grid towards the end of the evening.

The weekend seemed to be full of happy smiling faces in the welcome sunshine – a bit different to the rain of last year – and we had seven class records broken across the weekend too. The judges were unanimous in their verdict of awarding the Sanders "Spirit of the event" trophy to Rob Selley for his work over several weekends earlier in the year with preparation work for the event. Thanks Rob.

The MSA Steward was impressed with our running of the event and the way that the incidents were handled and the landowner, Mr Williams, was happy too. Even the local policeman complimented us on our planning & organisation of the event, his words to me went something along the lines of "I know I don't have to worry about your event – unlike some others around here". Praise indeed!

I could go on for several pages but I won't…

Instead, I'll just say that there's another two hillclimbs in our calendar later this year, 5 Clubs Wiscombe at the beginning of September & the new "closed public road" Watergate Bay hillclimb a couple of weeks later.

As they say… "See you on the hills!"

More news next month.

Peter Lock



Some of the people who stayed behind to help clear up on Sunday Evening. Others were also present so big thanks to them as well.

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April Comus Cup

The April Comus Cup Treasure Hunt was set by Joan and Isobel Golightly and started from Shaugh Bridge Car Park.
5 crews, 4 of who are Club members were out for the evening.
Joan and Isobel started by leading us off over the bridge and into the woods!
The reason soon became clear once they released us at timed intervals as the first set of questions was in the car-park and they did nit want bunching around the sign.
Having gathered the answers there, we set off towards Bickleigh gathering answers on the way.
Then it was on to Roborough where we caught up with the Treleaven Clan coming down the road in the opposite direction trying to find answers.
From Roborough it was off to Broadley Park Road Industrial Estate for some more questions and answers.
From there it was off to Clearbook, where we meet the Treleavens again before moving on to the moors and on to Meavy where we did not spot the number plate on the Horsebox! We should have guessed what the Number plate was attached to!!
From Meavy it was through Dousland and on the finish at the Rock Inn Yelverton for the results.
We were first back to the Pub to be meet by Joan & Isobel and Chris Pearce.
Soon everyone was safely back and the questions marked.
The results when they where announced were as below:

1st Marc Treleaven, and Tracey, Sam & Chloe
2nd James Ellison & Fran Drew
3rd Sam Abbott and Nick Abbott & Tracey Ryder (non members)
4th Simon Heywood & Charly Skinner
5th Dave Webb

Well done to Marc, Tracey, Sam & Chloe for winning and well done to Dave Webb for doing his first event on his own and thanks to Joan and Isobel for setting the event.

James & Fran and the Dogs.

2018 Positions		APRIL	MAY	JULY	AUG	SEPT		TOTAL
DRIVERS								
Joan Golightly		**19**	20					39
James Ellison		18	**19**					37
Simon Heywood		16	18					34
Marc Treleaven		20						20
Dave Webb		14						14
NAVIGATORS								
Isobel Golightly		**19**	20					39
Fran Drew		18	19					37
Tracey Treleaven		20						20
Charly Skinner			18					18



Werrington 2018

Well all over for another year and what a great event, I think on reflection the best yet. After being so wet on the run up to the weekend, we were blessed with fine weather and the paddock dried out sufficiently to enable easy movement. We did have a small issue with the plastic matting on the paddock entrance, but that was soon resolved.

Congratulations must go to Jennie and her team for running the event efficiently and on time, or even early. We do get a lot of interruptions that you may not get at other venues, in the form of visitors to the houses, residents leaving, parcel deliveries etc. We have had weddings and a funeral before now. We started about ten minutes late on Saturday and dead on time on Sunday. Practice ran smoothly with drivers doing what they were told, that is keep it on the black stuff. Lunch breaks were of a good length which made a change. Towards the end of Saturday practice I noticed we were running slower than normal, and asked Peter if there was a problem. No he replied, I've asked them to slow down because we are going to finish so early. The club received a good report from the MSA steward who was pleased that he did not have to fill out too much paperwork in the form of incident reports.

Thanks must also go to all who helped set up on Friday (and Thursday for some) and take down on Sunday night, and to all the marshals on both days. It was most probably the first time you have not needed your wet gear this year. Friday went well with different teams doing their tasks and an early finish (must be them pasties).

Racing was competitive but times were not great, the track being a bit dusty. Having said that Ian Ingleheart managed to beat his own record on Saturday and then

improved again on Sunday. Class A2 could not have been closer on Sunday. Tony Wiltshire won on 41.72, with James Hudson and Martin Ellis both doing a 41.73. The class record is 41.16.

Ben Wheeler took FTD on both days and congratulated the club at the awards presentation on a superb event , which he considered the best event he goes to. I am always disappointed that more competitors do not stay for the presentation, some who only live ten minutes up the road, and some who have even won an award. We had a well attended BBQ on Saturday, following the awards, the farm made burgers and sausages going down well thanks to masterchef Keith.

All in all, a great weekend. See you all next year.

Malcolm Tuppen



Putting the tyres around the grid just after lunch on Friday

Mid-life crisis or normal decision process?

Well its certainly been a while since I last contributed to the club magazine but I've been asked to put pen to paper to document my return to motorsport…….so here we go!!

As sabbaticals go, 15 years is probably one of the longest (that I know of) but I certainly needed to do some 'growing up'! I parted company with UAN 486M in 2003. I had completed my first year at University and was feeling the pinch already. I had 3 years left to get through and financially, the only real asset I had was the MK1 Escort. The car I'd spent most of my evenings and weekends nurturing, developing, building, loving, fixing and of course, driving. I'd had it for 6 years and spent a 'truck load' of money on it and at that point, the car was in pretty good shape. It was competitive, quick, lots of fun and I'd faired pretty well in it at some of the tougher events like Avon Park and Bovington, but I was at one of those serious crossroads in life. I had a big decision to make. Do I drop out of education and continue with my life as it was or bite the bullet and sell it to better myself. I knew what I needed to do! Although I knew that it would be like losing a limb (and that every time I saw it from then onwards I would feel a slight sense of grief – and a bit sick!), I also knew that I had to move on to the next chapter of my life. The day came when I sold the car but I made myself a promise that I would be back competing in motorsport…….someday!

Fast forward 15 years to Saturday 28th April 2018 and to a very wet, muddy, mossy, decidedly green (on the tarmac that is) Wiscombe Park. I'm driving down the hill to the bottom paddock, 15 years of absence and it's all

coming flooding back to me. The 'old lady' looks exactly the same as she always did. Corners in the same place, Martini and Sawbench hairpins present and correct. The Gate and Bunny's Leap still there. In fact the only thing that wasn't familiar was how steep the hill felt in some places. I don't recall it climbing as much as that from The Gate, through The Esses and on to Sawbench.

Actually, there was one other key unfamiliarity with it all. When I looked in the rear view mirror I didn't see the front end of a Mk1 Escort looking at me. Instead, and in its place, sat the rear wing of a single seater! Yes I know, I've already had 'that look' from a few of the older faces that I've reacquainted myself with over the past few months. That 'what?', 'why?', 'you should've bought another Escort!' look (you will remain nameless don't worry!) but quite frankly, I could barely afford the front Ford badge these days and one thing I wanted to do upon returning to the sport was to be at least somewhat competitive. So what does someone look for when searching for a vehicle to ease themselves back into a spot of motorsport after such a long layoff? A nice little class A1 Clio? Nope!!! Let's go straight in at the deep end…….let's go and buy a go kart on steroids!! I'd been looking for a short while for something suitable, flicking through the online pages of RaceCarsDirect and other similar sites passing numerous cars by (that the 'normal' person just can't justify let alone afford to buy – unless you re-mortgage your house, which I'm not in a position to do!) until I came across a car that caught my eye. I kind of knew what I was after and when I clocked this little Jedi, the seed was sown. Right budget, competitive, easy to set up, cheap to run, right level of fun etc etc. All boxes firmly ticked. I kept my eye on it for a couple of weeks and then out of the blue, whilst whiling away an evening in front of the box, a message comes

through on my phone. A good friend of mine knew my plan after catching up over a coffee with me a few weeks beforehand. The message read "Errrrrr Martin (no prizes for guessing who that is), there's a single seater for sale on Ebay"!! I checked it out straight away – as you do. An OMS built in 1993 running a Fireblade engine, all the wheels and tyres and some spares, race ready to go (actually it wasn't but more of that later!). I took a trip up to Kingston Upon Thames during Twixmas to collect it (I'd already viewed it on the way back from a previous adventure so knew all about it).

It then spent the next 3 months in the garage whilst I wrangled with the MSA Blue Book and all the new (well new to me) regulations. What a minefield! I decided to take only the information that I needed and create my own condensed version so it made sense to me! The significant issue with the car was the roll hoop (ROPS). Not homologated and certainly not compliant to BB regs. Where do I start on this one I thought? I contacted a few people to get some advice, found a supplier who could certify the materials and form the bend in the hoop, then a local fabrication company welded it together and into the car. All set for a Friday the 13th (April) meeting with John Cooper to get the Vehicle Passport sorted out. A couple of pretty minor things to add to the car (a bulkhead in the front to separate the brake fluid reservoirs from the cockpit and the addition of a fuel sample valve) and I was ready to go. Only one slight problem……I hadn't actually driven the car yet!!

Wiscombe Park (28/29 April 2018)

So picture this: I arrive at the bottom of the hill at Wiscombe following Mike Lee into the racing car paddock. He picks his slot and I pull in right next to him.

Straight into a bog!! Now, I've got a four wheel drive option on the X Trail so I select this and attempt to reverse back out. All four wheels are now spinning and I'm sinking (and sliding down the hill)! This was not the way I'd hoped to start my day but then I look out of my window and I'm not the only one struggling. Mike is stuck too and it's clear by the state of the mud that we weren't the first ones in there! Anyway, what ensued was a big game of chess unloading cars (where they were stuck), moving trailers by hand (lots of hands!) and pushing cars onto areas of terra firma! An hour after arriving, I'm set up and ready for scrutineering/signing on. I've finally twigged the real reason for running a racing car. If I'd been in the road going classes, I'd have missed first practice! Anyhow, all is good now and scrutineering/signing on is complete. So now I'm focusing on how I'm going to tackle the very first time I've driven the car. All sorts of things are going through my mind but once on the start line, they vanish, the instinct part of the brain kicks in and I just go for it. Wow!! I can't really explain the feeling but imagine your backside 2" off the ground and driving a car that has more or less the same sort of performance as a thoroughbred 1000cc sports bike! It was quick – way quicker than I was – I tiptoe up the hill, very cautiously, treating it with the utmost of respect, avoiding the wet stuff, avoiding the green stuff, avoiding the big hard stuff at the edge of the road, thinking about the repair cost should I prang it, thinking about 'me' should I prang it!! I make it over the finish line in one piece (with a huge grin). I can get used to this! It was most certainly the "baptism of fire" I expected it would be……..and then some. I've not competed (apart from the odd kart race) for 15 years and back then, that was in something I knew like the back of my hand. It was predictable to the hilt and I'd served my apprenticeship in Escorts. This was a totally different prospect but I'd managed to get it to the top in

Werrington In Pictures
Photos Courtesy Of Howie Fowler

















one piece and start the learning curve! I didn't care what time I posted. I was just grateful to make it! As the weekend progressed I did start to take notice of other competitor's times in E1 as I got over the initial shock of driving it. I was starting to pick fault with it (that's a good sign). I was starting to get into the power band (where all hell breaks loose!) but it just didn't feel right. It was lighting up off the line and then bogging down into Wis Corner. I was also struggling to get away from both hairpins. I started chatting to some of the other guys in the paddock, John Bunting and Ben Bonfield in particular and it became apparent after counting teeth (on sprockets that is, not each other's!) that the car was set up completely wrongly for Hill Climbing. It was a circuit car and was geared to reach a top speed of around 150mph – useless for this discipline! Incidentally, thank you Ben for the 'almost loan' of different ratio sprockets – unfortunately they didn't fit. Also, the back end wasn't set up correctly (if you watch the Wiscombe YouTube clip, you'll see what I mean braking into Martini Hairpin!!!). I viewed these issues as a good thing as it focussed me on what was actually important and that was to get time in the car gradually learning it, getting a bit more confident and hopefully seeing the times come down consistently. I was never going to get anywhere in the class so I went about getting used to the car. Even the silly things like not stalling it (which I did a few times!) and pulling away up a hill (sounds easy but try it without the use of a handbrake and in a car where the throttle is so responsive – depress it only a little and the engine is screaming at 10,000 RPM)! All in all, it was a great weekend and I learnt more there than I had in the previous 4 months owning it. Back home to the garage and some serious ordering of parts was on the cards before Werrington the following weekend!

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Werrington Park (5/6 May 2018)

The week between Wiscombe and Werrington flew by in a haze of work/kids/late nights in the garage/early mornings in the garage! Thursday evening came and I only had the new chain to fit. I'd fitted the sprockets earlier in the week after some impressive lightening/machining (I still remember how to use a lathe and mill – just!). The car was all checked over, some minor adjustments to camber on the back end, tyres wrapped, numbers on, literally just needed to peen over the master link on the chain and tension it and we're ready to go. Oh if only it was that simple! After wrestling with the chain for about 2 hours (it's now 10pm) I get my new shiny chain tool out (careful!!). Freshly purchased that day from a company that I won't be using again! I set it up as per instructions and attempt the first of 2 rivets. SNAP! The new tool broke! Now what? The plan had been to load the car first thing Friday morning and get down to Werrington to help set up. At that point, however, sleep was in order! I couldn't do anything until the morning, which arrived very quickly! We tried various other methods to mushroom the pins but nothing was cutting the mustard. I had a brain wave. I popped up to see my friend who owns/runs a bike shop and he duly lent me his professional peening tool. Job eventually done, but we didn't arrive at Werrington until just after lunch (apologies all btw) but did give a few hours of our time to help out. Camp set up and a cold night followed but in the morning, all the effort seemed well worth it. Werrington, 7am, misty and crisp, you can't beat that 'race day' feeling! I was ready to do battle with the OMS once again! All the previous week's efforts showed on the very first practice run. I left the line and the car was a completely different beast to last weekend. It lit up and stayed lit up until I crossed the finish line. No bogging down ,

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pulling out of corners like a scolded cat. That's much better. I'm flying through the gears and the revs are staying up in the power band. I'm thinking "this is a bit of kit and a half". I'd spent all of about 6 minutes driving it at that point but already I was feeling like I was starting to get to grips with it. The primary aim for the weekend was again, to keep it on the black stuff but I already felt more confident in its handling after the adjustments I'd made. First run on Saturday was very cautious but I knocked 5 secs off on the next run. I'd made a little challenge for myself for the weekend which was to get sub 40s. The car would definitely do this but it was whether I would grow in confidence enough to let it get there! Gradually the times came down and I posted a low 41s run on the 2nd timed run. I felt happy with the car and my 'learning curve'. Good day at the office, followed by a great bit of social on Saturday night. Sunday arrived and I wanted to at least start over where I'd finished on the Saturday. The drivers Briefing on Sunday morning warned of a fair bit of water around the kink area so I duly heeded this and took it easy but second practice I posted a 40s run. It was coming and I was definitely feeling that I could go quicker. The two main areas of Werrington where you can shave time are the grid and the 90 left. Quicker over the grid and braking later for the 90. Easier said than done when you're hurtling towards them at a rapid rate but that's where confidence and trust in your steed come into play and that was what I was gaining every run. First timed run and I kept it there longer and left it later!! It worked! 39.65s! I'd achieved what I set out to do (unofficially). One run to go and I still felt I could go quicker. I attacked it this time, a bit of focussed aggression, a bit too much as I fluffed a gear going up through the kink but I got to the top and checked the time……39.31s, quicker again. If only I had got it in gear!! At this point I wished there was a third day but I was

very happy considering the time spent in the car up to that point! On to Manor Farm in June for the next level of learning now!

One last thing to mention. I was very impressed with the running of Werrington. Very slick (once we'd figured out the best way to park all the single seaters in the top paddock!). It's been a long while since I last competed but I thought the club did a fantastic job throughout. Thank you to all that helped run what was a cracking weekend!

PS. If you're interested in keeping tabs on how this season goes, check out my YouTube page: MS Motorsport!

Happy motoring all!

Martin Sharp

Photos Courtesy Of Howie Fowler






CHAMPIONSHIP TABLES

Please see in the email magazine the latest scores in the various championships.
Please note that at present they do not include the two 12 car rallies that have run.
If you have any queries please contact me.

Malcom Tuppen
Awards Sec

Ladies MSA	February Scatter	Valentine Rally	March Scatter	Austin Rally	April Comus	Barton Rally	Up / Down Werrington Set	Werrington Sat	Werrington Sun	May Comus	Total to Date
Lucy Wilson	1	1	1				2	1	1		7
Isobel Golightly	1	1	1		1					1	5
Debbie Locke							2	1	1		4
Joan Golightly	1		1		1					1	4
Jennie Locke							1	1	1		3
Linda Locke							1	1	1		3
Chris Pearce							1	1	1		3
Sophie Buckland	1	1	1								3
Stephanine Russell	1		1								2
Fran Drew					1					1	2
Sam Richards		1									1
Tess Salvage		1									1
Rhea Macaisip		1									1
Tracey Treleaven					1						1
Christi Terry			1								1
Lyn Palmer							1				1
Charly Skinner										1	1

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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 ....

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