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 Brian Benson
Chief Marshal and Safety officer	Mr Jay Brown 07867 860984. **chiefmarshal@plymouthmotorclub.co.uk**
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Webmaster	James Ellison
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Plymouth Motor Club Diary 2018

June 2018		
29th		Hillman Cup 12 Car Rally Advert In This Magazine Start The Rock Inn Yelverton PL20 6DS
30th		Oakfest
July 2018		
1st		Oakfest
13th		Comus Cup Advert In This Magazine Start: Chaddlewood Shopping Centre, Plympton PL7 2XS Finish, Results and Social: The Rock Inn Yelverton
15th		Grass Autotest Cadover Bridge
27th		Vauxhall 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 what can I say, this weather is still here and I'm definitely not complaining now because I've finally finished school for good. That means time to relax, drink and most importantly for me some motorsport. Entry is in for the Autotest on the 15th July but now I just need Dad to finish fixing the car as I don't think I'd do that well with only two wheels on my wagon as they'd say.

Magazine wise I seem to be getting a lot more content through from people which is very positive and definitely improves the magazine as a whole. Please keep this up because we all get enjoyment out of reading what our fellow competitors, marshals or officials are up to in motorsport.

As you will see either attached in your email copy or within your postal copy is a separate booklet, this is a continuation of the centenary book that was released about the club in 2008 because this year marks our 110th anniversary. I thought it would be nice to see what has happened over the last 10 years for the club so I asked David Sharp our Patron and Club Historian if he would mind recapping on what has gone on in the club over the past decade in a similar fashion to what was done for our centenary book, a few of which are still available.

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

Chairman's Chat

First of all my apologies for the lack of content in the Chairman's Chat in last month's mag, and you only had a blank page to look at. As some of you may know Elizabeth lost her mother early hours of Werrington Saturday and with the associated "issues / support/organising of things" it completely slipped my mind to put pen to paper. Elizabeth sends her thanks for the kind messages etc.
Talking of Werrington, what a weekend, what fantastic weather and what a fantastic event! Well done and huge thanks to Team Locke and the helpers who set up, packed up and ran the event; to the marshals who gave their time to stand on the hill in the sun. For reasons above I had to disappear directly after marshals signing-on on the Saturday and thanks to Rich Brooks for looking after the marshals things for me during the day. I made Sunday and as Chairman I was so proud of our motor club for putting on such an excellent event. It was lovely to see so many spectators enjoying the motorsport as well.

A few things to bring you up to speed with now –

Watergate Bay Hillclimb, we had a planning meeting at the venue a couple of Saturdays ago, going through where we're putting barriers, marshal posts and line if sight etc etc etc, things are going from strength to strength. Neil Gould is the chief marshal for the event and will no doubt be asking for marshals in the not too distant future. The date for the diary is September is 15th and 16th of September.

Boconnoc or to give it is full title Motorsport Carnival @ Boconnoc, permits issued, regs are out and entries are coming in. So it go go go go!!! It's the only spectator stage

rally in Devon and Cornwall and is a fantastic day out. Don't forget PMC organises the "inter organising clubs" 12 car of the Friday night and we also organise the grass autotest on the Saturday afternoon at the estate.

Bring it nicely along to another grass autotest- A huge well done and thank you to Kevin Moyses who has secured a venue for us to hold a grass autotest out by Cadover Bridge. The date is Sunday 15th July roughly running between 11am and 4pm so plenty of "seat time" all for a modest £20 so excellent value for money.

Plymouth Motor Club will be attending some events this summer with the gazebo, banners and flags, to promote the club and our activities and remind people we are still here (it is our 110th year!) So far we will be at the Yealmpton Show, Oakfest on the Sunday only, thanks to Brian Benson for sorting this one. We hopefully will be attending some others in the area.

As always I have an "open door" policy so if you need to talk, have something raised at committee or at the ASWMC etc etc please don't hesitate to contact me.

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©

Competitions Update – June 2018

It's been a busy month since I last wrote here. Several hillclimbs, a weekend off – to go and watch the British Hillclimb Championship at Shelsley Walsh courtesy of Keith Harris – and now a stage rally. Apart from that Kev Moyses has found us a field for an autotest or two and we have rekindled our attempt to run an event at Mount Edgcumbe – but not this year, sadly.

Firstly then, we are running a grass autotest on Sunday 15th July!!!! Hopefully there will be more info in this magazine & I'm told there's some stuff on facebook on what and when and how to enter (try Kev on 07800 979373 if you're stuck) the event. We have a couple of evening events scheduled too on 25th July & 8th August so why not come along & join in the fun. The field is at map reference 202/551631, out near Cadover Bridge.

We are also doing some club promotion in the near future with a presence at Oakfest (1st July) and Yealmpton show (25th July) and, hopefully, Mount Edgcumbe car show in August. Talking of promotion, a big thank you to Brian Benson for his spectacular coverage of Werrington that was printed in the Herald on 23rd May & also the local Launceston & Bude paper the week after.

Looking ahead somewhat, planning is well underway for Watergate Bay hillclimb on 15th & 16th September, our joint venture with Truro & Newquay motor clubs. More news next month! The mention of next month reminds me that Boconnoc weekend is on in August – 10th, 11th & 12th – I think Jay is covering the news of this event in his Chairman's Chat. 5 Clubs Wiscombe isn't far away either!

Last month's 12 car rally had a good entry but they were severely short of marshals – they even had me out with a clock! – please come along and support this month's event on the 29th at the Burrator Inn, Dousland.

More news next month.

Peter Locke

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Comus Cup May 2018

This event was organised by James and Fran Ellison.
Many thanks to Simon Heywood and Charly Skinner who turned up to take part in this event otherwise it would have been a non starter.
The Comus is a treasure hunt where your route directions are all clearly given which you follow and spot your clues and answers on the way. It is a very pleasurable event taking you over the countryside at a leisurely pace. It can be done with or without a partner. At this tme of year it is daylight for most of the event.
We started from the Saltash Services and headed out towards Hatt, where the clues began.
Driving with a good navigator - Isobel, meant I was unaware of where we went, being told when to turn and wha to look out for –hence I could not really say where the route took us, only that we did pass through Quethiock – Amytree –Ashton –St Dominic and finishing in Metherell at THE PUB !
The majority of the clues were relatively easy to spot – driving slowly. Some were anagrams. One or two helped if you had some general knowledge or knew about sailing terms. We can rely on James to put something extra in !
A very good event, most enjoyable. A pity not more were able to take part.
Isobel and I were first but we have already set a route this year, so Simon and Charly have that pleasure for the next Comus on July 13th.

Many thanks to James and Fran Ellison.

Joan and Isobel Golightly

July Comus Cup

Friday 13th July 7:30 for 8pm start

Start: Chaddlewood Shopping Centre, Plympton PL7 2XS

Finish, Results and Social: The Rock Inn Yelverton PL20 6DS

Organised by: Chloé Chignell & Marc Treleaven

This event will be great for those entering on their own, as very few clues need to be observed while driving. If you are unable to make the start, why not join us for a social at The Rock from 9pm

Further details: 07845390677



Werrington 2018 Part Two

In the article I wrote last month it would appear that I was a little unfair to some competitors. I wrote '' but times were not great ''. Then I read in our competition secetary's report that seven class records were broken. So this is by way of an apology to drivers I did not mention and to let you know who set new record times. Time in bracket the old record.

Saturday

Class B2	Ian Ingleheart	39.34	(39.91)
Class E1	Adam Steel	35.28	(36.13)
Class E2	Ben Wheeler	33.50	(33.78)

Sunday

Class B2	Ian Ingleheart	38.81	(39.34)
Class D3	Steve Ellis	40.33	(40.95)
Class E2	Ben Wheeler	33.19	(33.50)
Class G3	Simon Kelleway	54.91	(61.88)

Well done gents.

I had better do a bit more research next time (some might say whats new).

Malcolm Tuppen

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WERRINGTON PARK SPEED HILLCLIMB 5TH & 6TH MAY

The 40th running of this event took place over the glorious bank holiday weekend at the stunning country park at Werrington near Launceston.
The event was run by Plymouth Motor Club, with the very kind permission of the Williams family, who for 40 years now have been happy to have their peaceful weekend disturbed by noisy racing cars.
The event attracted nearly 100 cars on each day, many of whom were contending at least one of six qualifying championships and some travelling from all parts of England and Wales to take part.
The cars, ranging from sports cars originally built in the 1920s, single seater racing cars, Historic and Classic cars and modern cars, were split into 18 classes.
Spectators were in abundance, the car park being full on Sunday afternoon for a while. Many were families able to enjoy springtime in the sunny Park as well as all the interesting cars that were racing.
Because of the ideal conditions, fortunately there were very few incidents, apart from the terrifying crash of Jerry Walters in his beautifully restored 1968 Mini Cooper. He unfortunately lost control approaching the finish line and rolled over, but apart from a few bruises was thankfully unhurt, thanks to the roll cage and other modern safety devices fitted.

The perfect track conditions helped some of the competitors to break class records, but the fastest overall track record of 32.61 seconds remained intact, despite the very focused efforts of Ben Wheeler, from Kilmington, in his immaculate, 1551 cc, Empire Evo 2, single seater racing car who did however manage FTD (fastest time of the day) on both days, but did brake the original class record of 33.78,

quite an achievement.
Other class record breakers were:-
Ian Ingleheart from Plymouth in his 1700cc Westfield Cosworth with a time of 38.81. Steve Ellis from Saltash in his 1998cc Ford Escort Mark 2, with a best time of 40.33. Keith Harris from Stockton-on-Teme, in his Jamun M90 Formula Ford with a time of 40.07. Most notable record breaker was Simon Kelleway from Northam driving his very well prepared Vintage Riley Sprite sports car. With a best time of 54.91 he broke the original record by 6.97 seconds, a brilliant effort.

Werrington Hillclimb, a family affair.

Peter Locke (see photo) for many years has been the events coordinator and it has now become a family affair with his whole family being involved.

His wife, Linda, is the Secretary of the Meeting, his youngest daughter, Debbie, is the Results Office and his eldest daughter, Jenny, is the Clerk of the Course. Jenny is the youngest female Clerk of the Course ever to be appointed by the MSA (Motor Sports Association)

There are other examples of hill climbing families. Steve Furzeland of Brixton has been competing in many forms of motor sport for about forty years. His daughter, Danielle, grew up with the motor sport 'bug' and began Special Stage Rallying in her dads old rally car, a mark 1 Ford Escort, as soon as she was able. Later, she progressed to a Subaru Impreza and has been very successful. At Werrington they decided they should give the old Escort an outing and double drive. After both putting up some very quick times, Steve managing in the end to just beat Danielle, showing his many years of experience in his old rally

car.

Father and son, Andy and Chris Slade were also competing, but in different cars this time. Again, Andy has been competing for about forty years and when Chris was old enough, he encouraged him to also get involved. Chris took part in 'Mighty Mini Racing' which is a national championship racing at various motor racing circuits around the country. In his second year of racing he won the championship and did it again the following year, much to the delight of his father Andy. Chris competed at Werrington in his Mini Quattro, the car he won 'The Fastest Mini in the World' race, last year at Brands Hatch. At Werrington he had gear selection problems unfortunately and also found the narrow track not suited to the car. Andy however had a good event and drove his beautifully restored MG Metro 6R4 to second in class. Andy originally bought the car completely dismantled in eight large boxes and painstakingly rebuilt the car to the wonderful condition it is now.

Written by Brian Benson
As published in the Herald and Launceston & Bude paper

Please contact Howie Fowler if you would like any photos from the event.













Ford Cup 12 Car Rally

So it all started with a conversation at a pre event TSH meeting when Paul asked if Id help him test the different gearbox set up he was in the process of putting in, by doing Mays 12 car. I've sat with Paul before, and in that car so after saying I might be a bit rusty we were all set.

I met Paul at the start venue and promptly realised Id manage to pack everything I needed bar my pencil case. Jen had chucked a roamer in on the way to pick me up from work but i hadn't noticed the lack of pencil case in my bag.

Linda and Debbie to the rescue with a short trip home and came back with the supplies I might need. After signing on with Kevin I settled down to plot the handful of map refs given on the pre event sheet. First one "didnt work" and I wondered what sort of evening we were in for, Fortunately after chatting to a few other navs my suspicions of a typo were borne true. As with the rest of the route info it all worked. Lovely jubbly.

Sorted harnesses out in the ZR and off we trundled for the run out to MTC1 and James Ellison. A good field of 9 cars were ready for the off and I was trying to second guess where the handout was taking us, with the "new" section of the B3417 meaning a white would need to be used - albeit its a lovey tarmac road up past Newnham Park. Handout in the window and away we go. Spot Heights, grid lines and map legends with an avoid. Blimey I've not done this for a while!

I think it was June's 12 car last year with Paul was the last 12 car and only a Pre Plot Nat B in November between then.

Keeping track of where we were, plotting and calling corners/junctions was a struggle to start with.

My second guess was correct and up past Newnham we went. T with the new road and back south before taking the yellow to fly all the way to Sparkwell via the "Paintball place" on the triangle of roads. One Manned PC on the B road and one board leading into Sparkwell, before dropping south again under the railway bridge and booking into TC2 40 seconds into our minute.No time to chat to Jen and My Mum who were the marshal as the next handout was in the window and away we went again.

Short snappy section, same info style as the first handout, around Lower Venton Farm, past the back entrance of Langage Farm and the entrance to the power station down to just the other side of the A38 by Lyneham Inn. TC3 was just the other side of the large triangle with an observed GW on the exit..... I spied you hiding in the hedge Debbie! Hi to Pete and Linda Locke manning TC3 and we were about 50 seconds into our minute, next handout in the window and I was thankful for a longer section. Time to claw back some of our dropped time Tulips from here to TC5. awesome, some tulips without balls, some without arrows, numbered but out of order and some squares were filled with dummy drawings not numbered... hmmm, this could be interesting. Plotted the first three whilst Paul was pedalling up to the first junction from the TC, and gave him info on where we were going after that. Happy he had got that I got my head down and really started cracking on.

Down to Popple bridge before getting near Westlake and on the way to go through Worston for some reason I was still struggling.with the last few bits of the section to TC4.

All of sudden it clicked and the three tulips after TC4 plotted nicely so back to the pottis and up the anti.

About 30 seconds into our due minute at TC4 - Marc and Tracey - and off we go again. Within a few seconds Id got the handout finished and onwards we pushed.
Hi to Organisers John Sluman and Luci here. Handout four - TC4 to TC5. Map legends, spot heights, grid lines and instructions (TL/TR etc).
Once the little triangle near the start of the section was done we weren't able to leave the twisty rollercoaster of a road for around 2 miles. Plenty of time I thought to nail out this handout. Paul had commented he could smell burning oil, but noted he had spilt some earlier that day/week so perhaps he'd missed a bit in cleaning it up.

This is where my organiser mindset started interfering. Once I'd plotting past Seven Stones Cross I just could not make it work. After a minute or so of getting hot and bothered, I realised I was trying to make the handout fit the route I was thinking we were going and not just plotting the handout. It was almost straight lines to Ashford, cheeky little unseen slot left in the buildings and a blast up the A379 before hanging a left at Harraton cross and within a minute we were stopped waiting at the control board at TC6 manned by James Ellison. The only competitive control we had to wait for all night!

Handout five was "go vias" and straight into an area of the map I know very well - outskirt of Modbury, Iudbrook manor and the north side approach to Goutsford area of the A379. Here we saw Andy and Darren changing a puncture, so after checking they were ok, onwards we went. A nice flow through this section before Andy and Darren popped out infront of us just before where we expected

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TC7 to be, them having cut route after the puncture. The road to Goutsford is a long one.and the further we got down it the more worried I got, as we'd gone into our next minute and would have picked up penalties.
We got to the junction with the A road and there was Andy and Darren. As sometimes happens, no marshal. Lucky us I thought, we could have dropped there!

TC7A was a short drive away and we had a five minute wait for our restart time. Paul had a look under the bonnet and came back saying the gearbox filler plug was missing, and that's what we could smell. I offered him to call it night if he wanted to protect car/new 'box build but we decided to carry on. Saw Jen and Mum here and off we went attacking handout six and the area under Yealmpton. Junction instructions (TL, TR, XSO etc), it just plotted straight away, and we ended up catching up with Andy and Darren and near the end Simon and Kevin before waiting at the board.

Another short neutral section to get other side of Brixton and this section proved to be the decider between first and second.a nice plot, but on the long run in to TC10 we came around the corner to find a large 4x4 and even larger caravan across the road. Thinking we were about 100m further on and at a junction where a road joins from our right, I said keep left. Paul executes instruction perfectly. Except Ive just sent him into the Campsite the 4x4 and caravan were trying to turn into the dark. DOH!

After turning it around and nipping past the 4x4, we arrived to TC10 about 30 seconds after our due minute and we were resigned to dropping a minute. Knowing the section was cleanable we figured we were out of contention for the win. But with road rallying you never know if

people have got boards, or dropped time and as it turns out we were second on plus 1 to Alan and Shauns clean score. The car got a run out, and fun was had :)
Huge thanks to the marshals for standing out, and John Sluman and Luci for organising. ***Rich Brooks***

	Clas	Austin	Barton	Ford	Driver	Naviga-
Driver						
A.FRAME	EXP	11	15	15	41	
A HAMLYN	EXP	15	12	11	38	
S.HAYWOOD	EXP	12	11	10	33	
P.WATTS	NOV	13	0	13	26	
S.OMARA	NOV	10	7	7	24	
D.WEBB	EXP	1	15	8	24	
M.ALDRED	NOV	1	10	6	17	
ADAM	NOV	0	8	9	17	
S.RUSSEL	NOV	9	0	0	9	
R.LOY	NOV	0	9	0	9	
G.PARKER	NOV	0	0	1	1	
Navigator						
D.STEVENS	EXP	15	12	11		38
K.MOYSES	EXP	12	11	10		33
S.LAYLAND	EXP	0	15	15		30
S.BUCKLAND	NOV	11	15	0		26
L.BARBER	NOV	10	7	0		17
ANNA	NOV	1	10	6		17
A.FLANAGAN	NOV	0	8	9		17
I.GOLIGHTLY	NOV	0	9	7		16
K.WILLS	NOV	13	0	0		13
R.BROOKS	EXP	0	0	13		13
R.LOY	NOV	9	0	0		9
R.HARRIS	EXP	0	0	8		8
K.BODIE	EXP	1	0	0		1

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'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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