Spotlamp



August 2018

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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
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Plymouth Motor Club Diary 2018

July 2018		
15th		Grass Autotest Cadover Bridge
27th		Vauxhall 12 Car Rally
August 2018		
12th		Motorsport Carnival At BoconnocStages
19th		Comus Cup
September 2018		
1st/2nd		Wiscombe Park 5 Clubs
14th		Comus Cup
28th		Renault 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

Unlike the past few months I seem to have done quite a bit since sitting down and writing last month's article. A week spent in London for supercar sightseeing, which was absolutely jaw dropping with cars like Mclaren P1, Porsche 918 and La Ferrari all driving around like they were normal everyday cars and not ones that cost upwards of 2 million pounds. Then it was back home to get the Swift ready for the Grass Autotest, let's just say I never thought that we would be struggling to work on the car because it was too hot. I also did my first Comus Cup this month after dragging out Adam Ingleheart to drive us around, although that was a bit of a stitch up seeing as I was lumbered with the magazine article, I guess that means there's no excuse for it not being present in this magazine. The autotest was a great event but more on that in a dedicated magazine article within. Full results for the autotest are attached with your email company of this magazine.

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

Chairman's Chat

I'm going to start this month by giving a huge well done to Kevin Moyses who has sorted a venue for grass autotests and organised the first one there last Sunday (15th July) also thanks for all who helped, John Sluman, Keith and Rob Selley, Malcom Tappin, Team Locke to name but a few. A fantastic day of fun grassroots (literally) motorsport, great value for money and long may it continue.

Watergate Bay Hillclimb- The hillclimb was "media" launched on Saturday 14th July at WAX funnily enough in



Watergate Bay. The Event was attended by the event officials, sponsors, the charity beneficiaries of the hillclimb and the MSA Chairman David Richards and his wife. The entry system went live on the Sunday evening (15th) to a huge response. If you fancy marshalling this historic event then Neil Gould is your man as Chief Marshal he'd love to hear from you http://www.watergatebayhillclimb.co.uk/marshals/ . The date for the diary is September is 15th and 16th of September.

Moving on as they say, 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 and we need marshals for both so please please please if you can help then give me a shout for

the 12 car or Brian Benson/Kev Moyses for the Boconnoc autotest.

The Plymouth Motor Club "Roadshow" is out and about at 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!) After a great weekend at Oakfest (Thanks to Brian Benson for manning the stand and everyone that brought their cars along to display) We're at the Yealmpton Show next (depending when you read this) , 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©

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Competitions Update – July 2018

And now the more news that I promised last month. As I write this, entries are just about to open for Watergate Bay hillclimb. Apparently you apply online for an entry and then will be told if you are one on the "lucky ones" at some date in the future. Interest is likely to be high, so apply soon. Entries have also recently opened for 5 Clubs Wiscombe, another event to apply for soon.

Over the past few years many people have told me that we need to go back to running grass autotests as a way of rekindling interest in the club. Well, today we did just that. Thanks to Kev Moyses for finding that elusive field we ran a grass autotest for the first time in many years – so many years that no-one present could actually remember the last one, it may have been at Bickleigh or at Langage but it certainly was a long time ago. Anyway, we had 18 entries and a worthy winner in Ben Parker. Hopefully Chris Benson will have sent Editor Rob a full breakdown of times to publish in this magazine. Many thanks to anyone who helped make the event work but especially to Kevin for all of his work behind the scenes despite a quite horrific injury to his hand the other week – get well soon Kev! We have a couple of evening autotests planned (subject to the farmer continuing to let us use his field) on 25th July and 8th August. Just like our previous evening autotests, they will start at 18:30 & finish at 20:00. Contact Kevin for entries etc.

We are also running a grass autotest at Boconnoc on the evening of Saturday 11th August, the day after the inter-club Boconnoc 12 car rally. The day after we are helping to run the Boconnoc stage rally, marshals needed, to which there are still entries available. I'm told that the Chairman of the MSA, Dave Richards, will be attending the event too, so you'll be in good company!

Holiday time looms – so have a good one!

More news next month.

Peter Locke

A Few Guesses, Some Answers & Lots Of Fun

Meeting up at the start at Chaddlewood District Centre Adam and I had no real idea of what the Comus was all about. All I knew was there was some directions, questions and space to provide the answers (or guesses). Having sorted out the paperwork we went to the car to start our 2 hours of comedy.

Leaving the car park we turned left and drove up past the Audi showroom towards the power station taking Eastern Wood Road on the right. This was where the questions started, we made short work of the first 4 questions which was good so it was a quick blast down to the end of the road and around the roundabout for the questions on the return journey. These 4 were a harder and we managed 2 answers on our first pass, so we decided to go back up and down a few times to see if we could get the final 2. In the end a blank on one and a guess in the other it was time to move on.

Up next was a very quick blast down to Sparkwell Parish Hall for our next set of questions, on the way I read line three on the sheet 'Please read All questions before proceeding on your drive' so that's what I did noting that we needed to find some wool, an oak leaf , a paperclip and some nail cutters. Note to self for next time READ THE SHEET!

Pulling into the village hall it was straight to the notice board to tick off 2 of the 7 answers that we needed. Next was quick loop around the hall counting how many locks were Yales and finding the missing numbers on the telegraph pole. Next was a phone number, which wasn't present on any of the notice boards or signs. A few more

walks around the hall and on the point of giving up Adam spotted the phonebox hidden in the hedge which contained the number we were looking for. We also picked up the house name to bring the total number of answers to 6 out of 7. As for where you would find Wavin we gave up and left for our next destination. Cornwood.
On the way we passed Ben and Jodie picking up there wool, which now gave the Honda a fur tail. We didn't spend long in Cornwood picking up just 3 out of the 8 answers. That reminds me, never let Adam do any adding for you, knew I should have used a calculator.

Next it was a quick drive out to Lee Moor, avoiding some sheep that need to be taught how to cross the road safely. We got 4 out of the 5 answers relatively quick and Adams multiplication skills made up for his earlier adding mistake in Cornwood. We managed to pick up the oak leaf and some wool here as well. The final question was about how many Fleurs des Lis there were, seeing as we didn't know what these were we decide it was a good time to leave for our final set of questions in Meavy.
As headed towards Meavy we got stuck behind a very slow X5 that was blowing out a rather large amount of black dust, so we arrived in Meavy with our lungs a bit full and our lives most probably a bit shorter. We did badly here picking up only 3 out of the possible 7 answers.

It was onto the finish at The Rock Inn in Yelverton after that. Handing our sheet in with our leaf and wool we weren't expecting a great result from our very first event but we managed a respectable 26 out of 43 which put us 4th out of 5. It was very fun event and a bit thanks must go to the Treleaven's for organising the event. We definitely

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had fun and will be out for the next round in August. I just need to find a car to do it in, as it'll be my turn to drive.

Rob Selley & Adam Ingleheart

Organisers	***Marc & Tracey Treleaven***	
1st	***James Ellison & Fran Drew***	***38***
2nd	***Joan & Isobel Golightly***	***36***
3rd	***Ben Parker & Jodie Exell***	***27***
4th	***Adam Ingleheart & Robert Selley***	***26***
5th	***Simon Heywood & Gary Parker***	***22***

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2018 Comus Cup Positions

		APRIL	MAY	JULY	TOTAL
DRIVERS					
Joan Golightly		**19**	20	18	57
James Ellison		18	**19**	20	57
Simon Heywood		16	18	12	46
Marc Treleaven		20		**19**	39
Ben Parker				16	16
Dave Webb		14			14
Adam Ingleheart				14	14
NAVIGATORS					
Isobel Golightly		**19**	20	18	57
Fran Drew		18	19	20	57
Tracey Treleaven		20		**19**	39
Charly Skinner			18		18
Jodie Excell				16	16
Robert Selley				14	14
GaryParker				12	12

A Memory Or A Dream

My dad has been telling me for years the memories he has of how the club ran autotests, trials and gymkanas in a field. They were great times he'd say, great fun for all the family. It used to be a good day out for all especially autotesting on grass. Non damaging and you could use a car that you drove to work in and still be able to on Monday morning. I've heard so many stories over the years and just thought it was another thing where the older generation exaggerate the old days. You know what I mean, more a dream than a memory!

Well where is this going you ask. The answer is Kevin Moyses and him securing a field for such events. The Suzuki Swift had sat in the corner at home along with dads 'collection of cars' shall we say to be polite. However on hearing the news of the field he was on a mission to get the car roadworthy again for me to have a taste of what he had experienced all those years ago. Yes alright dad I said.

Now I find myself having to eat a pie of some sort – I think dad called it 'humble'!

I found the autotest was every much the same as dad had recollected with people turning up with gazebos,tents, cookers etc and most of all friendly smiley faces. What a day, everyone enjoyed themselves ding the tests with lots of driving time, a good laugh whilst waiting and so much fun.

A massive thank you to Kev for his efforts and to the marshals, results team etc.

Maybe they were memories dad had, and not dreams after all but I'm sure his memory isn't that good.

Rob Selley

Summer Grass Autotest 15th July 2018

Production		
1st	Lucy Wilson	757.20
2nd	Jodie Exell	792.28
3rd	Callum Ingleheart	918.38

Class A		
1st	Daniel Benson	694.73
2nd	Simon Russell	730.28
3rd	Adam Ingleheart	754.11
4th	Robert Selley	781.57
5th	Ricky Loy	824.41
6th	Brian Benson	840.40

Class B		
1st	Nigel Swan	733.84
2nd	Simon Heyward	740.53
3rd	Nick Abbott	785.11
4th	Sam Abbott	816.83
5th	Gary Parker	819.30
6th	David Sharp	899.54
7th	Martin Sharp	DNF

Class C		
1st	Andy Hamlyn	747.33

FTD		
Ben Parker		651.53

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	Class:	A	A	A	A	A	A	B	B	B	B	B	B	B	B	C	P	P	P
	Name:	Robert Selley	Brian Benson	Simon Russell	Ricky Loy	Daniel Benson	Adam Ingleheart	Nigel Swan	Nick Abbott	Sam Abbott	David Sharp	Gary Parker	Ben Parker	Simon Heywood	Martin Sharp	Andy Hamlyn	Callum Ingleheart	Jodie Exell	Lucy Wilson
	Car:	1	3	4	5	10	11	2	6	7	9	12	13	14	18	8	15	16	17
Test 1	Att. 1	28.99	28.69	26.91	30.20	24.37	28.73	26.89	28.13	26.68	32.09	26.19	23.61	27.74	37.32	24.76	36.34	31.55	29.21
	Att. 2	25.50	25.84	23.74	26.46	27.82	27.09	25.95	24.49	26.58	31.28	24.74	24.17	26.32	36.53	23.48	37.11	27.52	28.59
	Att. 3	28.17	25.84	24.34	26.51	25.51	27.85	25.52	26.50	25.63	29.63	25.95	23.61	27.38	25.27	26.08	30.18	26.48	25.31
	Att. 4	28.73	25.41	24.28	53.61	24.64	26.87	24.49	25.55	36.11	29.02	24.84	23.63	26.99	45.19	25.09	28.31	25.76	26.22
Test 2	Att. 1	23.70	23.38	20.93	50.49	22.17	25.51	22.79	21.97	22.49	40.45	24.02	20.72	24.47	23.16	23.37	43.08	25.43	24.68
	Att. 2	50.49	45.27	30.85	23.11	21.80	23.06	23.82	23.06	23.06	26.45	22.36	20.49	23.39	21.40	21.34	29.10	24.83	22.43
	Att. 3	25.38	24.17	22.76	24.01	21.97	25.07	25.43	23.99	24.29	26.87	24.51	22.59	25.73	24.05	25.23	29.37	23.23	23.76
	Att. 4	24.55	23.68	32.03	24.89	21.76	23.77	23.77	33.81	23.37	26.39	25.03	22.48	25.57	51.64	22.88	27.02	21.64	23.78
Test 3	Att. 1	32.43	57.30	30.20	36.68	29.67	35.34	33.27	29.69	57.30	34.95	34.65	27.30	31.09	35.13	32.17	66.08	46.17	32.84
	Att. 2	31.56	32.33	29.50	36.72	30.67	35.02	32.83	29.25	37.90	35.60	29.65	27.30	30.93	29.25	33.32	40.67	31.09	30.36
	Att. 3	35.03	32.12	30.59	31.63	34.64	31.13	31.75	34.24	32.52	36.41	34.49	27.61	33.00	34.28	31.65	37.98	37.66	30.05
	Att. 4	30.85	30.57	29.27	33.81	29.35	29.42	30.94	29.37	28.40	34.53	30.07	30.14	30.38	29.06	31.13	36.47	30.24	29.26
Test 4	Att. 1	33.12	37.03	33.17	43.31	29.07	40.83	27.23	37.32	30.94	37.34	31.13	25.11	28.48	36.67	27.59	37.95	29.60	28.19
	Att. 2	42.84	48.10	31.17	29.58	28.87	29.32	28.80	32.77	30.17	36.10	31.63	25.82	29.88	33.03	31.40	34.37	27.47	26.22
	Att. 3	28.76	41.98	26.36	34.11	27.04	28.71	28.49	26.23	37.67	38.95	36.60	25.09	27.49	41.01	24.94	31.73	29.43	25.97
	Att. 4	27.79	32.20	26.97	27.50	27.48	32.67	25.81	29.03	26.69	33.41	29.77	24.59	27.99	28.56	37.86	31.47	27.37	24.72
Test 5	Att. 1	43.97	49.08	48.76	45.74	45.27	45.41	50.67	69.57	44.28	47.07	57.30	40.69	45.54	DNF	69.57	48.91	47.37	61.75
	Att. 2	43.90	69.57	45.07	44.36	44.27	43.63	48.29	44.28	43.69	48.10	69.57	39.57	55.50	DNF	48.79	50.68	53.48	55.88
	Att. 3																		
	Att. 4																		
Test 6	Att. 1	29.94	28.66	28.57	32.42	26.68	29.29	28.63	27.73	27.35	55.52	32.46	27.07	33.87	DNF	26.77	32.15	29.76	27.75
	Att. 2	29.71	27.87	29.10	28.63	26.73	28.20	29.07	26.62	27.91	30.86	36.70	25.52	27.69	DNF	27.01	31.53	39.07	37.66
	Att. 3																		
	Att. 4																		
Test 7	Att. 1	34.03	33.49	34.99	36.92	31.73	34.48	38.96	33.96	60.21	60.21	42.13	30.21	34.47	DNF	34.17	60.21	54.01	37.95
	Att. 2	33.27	32.41	33.81	38.14	30.93	33.87	36.72	60.21	47.87	49.67	33.91	30.63	33.47	DNF	35.04	40.19	36.14	37.16
	Att. 3																		
	Att. 4																		
Test 8	Att. 1	35.76	32.15	33.38	32.67	31.16	34.03	32.22	34.13	43.65	40.87	60.77	31.50	31.04	DNF	32.92	39.27	34.19	33.49
	Att. 2	33.10	33.26	33.53	32.91	31.13	34.81	31.50	33.21	32.07	37.77	30.83	32.08	32.12	DNF	30.77	38.21	32.79	33.97
	Att. 3																		
	Att. 4																		
	Time (s):	781.57	840.40	730.28	824.41	694.73	754.11	733.84	785.11	816.83	899.54	819.30	651.53	740.53	DNF	747.33	918.38	792.28	757.20
	Class Rank:	4	6	2	5	1	3	2	4	5	7	6	1	3	8	1	3	2	1

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Dear Sir,

I really do feel that I must put 'pen to paper' and tell you how much I enjoyed the first grass autotest, for a number of years, to be organised by Plymouth Motor Club . It was quite like old times to see so many club members, families and friends gathered together.

The event was excellent from both the motoring and the social points of view. Just a shame that the farmer decided to do a liberal amount of muck spreading shortly before we used the field!
Whilst wishing to thank all those who marshalled and help to set out the tests, special thanks must be extended to Kevin Moyses for his initiative and all his 'behind the scenes' work to acquire the land for our use.

Hopefully, we can look forward to similar events in the future and I trust that we may now be seeing the beginnings of a revival of club level motor sport within PMC. All we have to do now is to find a suitable venue(s) for tarmac autotests - may I please ask all members to keep their eyes open and ears to the ground. All possibilities will be investigated.

Yours faithfully,
David Sharp S(lowest)TD (almost!)


SOUTH HAMS MOTOR CLUB
DEVON
NOVICE WEEK
Looking to get into 12 cars or wanting to improve on what you already know ?
We're having two nights to help you out.
August 15th
Free novice training evening.
This is open to members and non members form any club, come along and spend and evening with expert navigators as they help guide you through the basics of 12 car plotting and timekeeping and help answer any questions you have.
Based at the Hunting Lodge, Ivybridge starting at 7pm
For more info contact Jake Ramsden 07886724864 or find the event on the South Hams MC facebook page.
August 17th novice 12 car.
Limited to 12 crews put what you've learnt into pratice starting at the Califorina Inn near Loddiswell.
Contact Abi Bakers for 12 car entries.

Riches To Rags
Wildlife Stages 2018

You've all heard the story about going from rags to riches, you know the sort of thing, your on the bones of your ass and you come up with a blinding idea that turns your world upside down and suddenly your Primark t shirt is replaced with a Hilfiger one etc, so rags to riches. Not wishing to disillusion anyone reading this but, and yes, this could be you, were all motorsport fanatics. Hence your reading this very fine printed booklet as you're a member of Plymouth Motor Club. Within motorsport circles, certainly at the upper echelons, there are people who have done well out of motorsport, and then there's everyone else. Everyone else has taken money and thrown it in a pit in the ground in the hope that it will grow in to something bigger. The pit in the ground is more like a toilet, as once you've thrown your money in the pit, its flushed away never to be seen again. We all look on it as a bank where you deposit your money and its kept safe, with the exception that its safely in someone else's hands. Its so safe, you cant get is back. Ever.

Ive spent the last 6 months or more throwing money in to the hole in the ground. No, let me re-phrase that, Ive spent the last 6 months investing money in to the hobby that I enjoy. As your possibly aware, Ive been building/bodging/bolting together a Honda Civic Type R as a rally car, well, the news is good, its been logbooked/presented for a competition passport and its finally complete and was ready to rally by mid June. In a couple of the club magazines during the year ive updated the progress, finally it was ready to go rallying.

As luck would have it there was a rally at Smeatharpe, which had been my goal for a while, the Wildlife Autosport

stages, I had entered it months ago to encourage me to use this as a fixed and firm date to get the car sorted, all of the major works were completed well in advance with just the odds and sods to do, as we all know a car that's nearly ready, isn't really ready, and those little odds and sods take over your life, so while thinking it was done, I spent the entire week before the rally running around finishing small jobs, sorting tyres (Ben Parker was my ace tyre fitter) and getting the odds and sods done, finally complete for Friday afternoon, loading the car Saturday (still with a couple of little jobs to do) and locking it away for the night ready for the journey north of Honiton.

Sunday morning 5am and were up to the workshop to collect the car and hitch up, meeting with Paul Price and wife to be Gerri, meeting with Simon Heywood and Andrew Hamlyn on the way and Ben Parker and his GF Jodie were doing the same. It all went wrong for Ben as the rally van broke down, so they ended up running about an hour behind us but eventually arrived safe and sound at Smeatharpe.

With Sam navigating there were many firsts, for the car and for us as a team, but we set of in to the 1st stage at a steady rate, with a somewhat unusual seeding of 12 (first event, no results etc so let them run at the front) I was more conscious of not getting in the way on the laps etc, so spent more time checking the mirrors rather than looking forwards, as it was there was no issue as the stage layout meant I was unlikely to get caught by the car behind and there was lots of space to pull over, so other than a straight on in the stage over some tyres it was a good run, I was driving like a lemon and using techniques that better suited a shopping trip, but the car felt good, it went well, stopped well, the brakes in fact were astonishing when you stamped on them hard, Ferodo DS2500 pads all round really did transform the cars stopping ability to the point

that I was braking hugely early and then having to accelerate back towards the corners, but it was fun, we both enjoyed the stage, Sams very first time on stage plans meant she wasn't as chatty as normal (must use that technique more often) while she came to terms with being in the hot seat but there were no moments of panic, she didn't pass out and she didn't feel ill. Win win I would say. So stage 1 done, the car was good, nothing seemed loose, everything worked well. We were well down the leader board but the plan was to enjoy the first event and not worry about results.

Stage 2 was the same until we ran an unseen tyre over which had been chucked in to the stage by the car I let passed on his quick lap, he cocked the very next corner up, hit the tyres and as I was to find out, threw it under the Honda. 100 yards later and ive lost the steering to the right and there's smoke billowing from the car so I had no choice but to pull over and see what's what, the engine felt good, nothing was stinking, the car was however smoking from under the bonnet, so I pulled to the right completely of the stage and unstrapped myself to see what was up, I had 4 wheels, they were all facing the right way, and there was no damage. As Im wandering around the car think about possible scenarios, Sam Perring who was marshalling comes dashing up the stage shouting at me, Im there with my Stilo helmet on which is a very effective sound proof hat wondering what he wants, as he points at the car. Once he's close enough I work out that hes telling me there's something underneath and there it was, an errant tyre jammed between the

drive shaft and the chassis, once we knew that it was there it came out fairly easily, I strapped in and 3 minutes after stopping, were going again, a fairly epic loss, but in the overall scheme of things I was delighted as the car was still in good fettle.

Around we went for the next few stages, struggling with technique more than anything else, I had never driven with proper rally tyres, proper brakes or a limited slip diff, so the entire cornering thing was a different ball game, late braking, turn in hard and hit the throttle, as I wasn't going fast enough the Honda engine doesn't really wake up until about 5000 RPM plus so driving around the corners at 4000 was a bit pants, good on the tyres etc as there was no wheel spin, but very slow. The technique was escaping me certainly in the early stages as I braked far to early, cornered to slow and faffed around with every corner, but as the day went on I started to get the hang of later braking, the brakes were truly astonishing and you could stand on them pretty much as late as you wanted and it still wasn't late enough, braking from 100 mph down through the middle of the stage you would think takes some effort, but it was so secure with the combination of the tyres and brakes working well, I was always still to early, but it was improving with every corner, and I was starting to get the hang of doing one thing at a time, so brake hard and late, then change down, then turn in, which seemed to work, my technique was far from the perfect technique certainly, but it was helping us to get around quicker and quicker, still slow, but big improvements each time which was the aim of the day.

Sam was having no issues in the car and never felt under fear of death or close to bringing the previous evenings wine back up, and generally speaking the car was spot on, by the end of the day everything still worked, we had nothing to repair other than a wash, we finished I think 30th, some would say 6th from last, I prefer to think of it as a good solid finish, no issues at all on the car, a few things were identified as possible to improve but an excellent days sport. In comparison to others, we were about 4 minutes behind Simon Heywood and 8 minutes behind Ben

in Pinky, some massive differences but after a first event, I was delighted with everything we had done to the car, it had been a great weekend. It was now indeed a rally car. Not fantastically powerful but powerful enough, but everything else was excellent and more importantly we had fun, lots of fun. It's a hobby, that's why we do it, to have fun.
For the rest of the year it's a few local sprints hopefully plus a small handful of rallies and get some experience under my belt and see how the Honda gets on, we are as they say off and running and after all these years, I now have a rally car. I'll be poor forever.

Alf Chanter /Sam Richards Car 12
Honda CiviC Type R



Treloy Double Header Sprint
June 30th/July 1st 2018

After my recently built Honda Civic Type R's rally debut at Smeatharpe where the car ran faultlessly, we had a double drive entry in for myself and Mike Perkin at the summer Treloy double header sprint down at Newquay Airport. For me I really enjoy Treloy, the nature of the venue means you get lots of time in the car, and in this instance as a group we camped for 2 nights with a few beers and a BBQ, so a fantastic social weekend as well as a motorsport weekend. Mike doesn't get out a lot. Bless. Which is sad really. He's regressing. It's good to drag him out on an event every so often to have a crack and remind him of the Puma that is stacked away in his garage needing some love. It's good for his soul. Mike and I often double drive, it gives us both a bit of a battle which we enjoy and the chance to stretch our legs a bit and encourage each other to have a go. And let's be fair, Mikes little legs do need stretching.

In this instance Sam and I trailered the car down on the Friday evening where Ian Tucker from Newquay MC had kindly waited at the venue for us to drop it off, and we headed for the camp site a couple of miles down the road (chosen as it had a nice bar) where we pitched up with the van and the new awning, Sam and I had the van for camping and Mike and Marina had the awning, with beer and BBQ to suit. By 7pm Sam and I were sitting in the bar, with Mike and Marina due to join us shortly, so we had a couple of beers and wines, and then a couple more, by the time Mike and Marina arrived fashionably late the food had stopped serving and we were forced to drive in to Newquay to the chippie, to be fair good fish and chips though. We returned to the camping spot and more alco-

hol was consumed. The girls plan was to hit Truro on the Saturday and then Treloy with the boys on the Sunday. After Friday evenings relaxed session at the bar and the tent, Sam woke with the hangover from hell, as we were up early she was less than enthusiastic, muttering bad words at me under her breath. As it turned out, Marina wasn't much better, so a quiet day in Truro it was then.

Mike and I set of to drive the 5 minutes to Treloy, unloaded the car from the trailer and set about the days fun, running in class D3 as a rally car we could use rally tyres and we had a selection covering all the conditions, the weekend was forecasting some rain on the Sunday, so we were covered in all ways just in case.

The first runs at practice under our belt we were both keen to see if there was an improvement from our last Treloy in march where on a glorious spring day Mike managed a 50.15 and I managed a 50.48, so our target was certainly to get improvements over those. The car was feeling good, it was just a case of dialling ourselves in to the car once again in Sprint mode and see how we got on. By the lunch time there were no dramas and we were both under our previous times with Mike hitting 49.76 and strangely I was the quicker at 49.51. That was the way it stayed until Mikes final run, when he pipped me on a 49.35 and I was unable to improve on my time, so generally speaking we were about a second ahead of where we were in March after a days motorsport, again, the car was spot on, we had played with tyres during the day, but as it was an absolute scorcher of a day the soft tyres we tried were getting ruined, so we ended up back on mediums, its only a short circuit but by the time you double drive and get in a total of 10 laps each so 20 laps overall on a roundy roundy type circuit, it takes its toll on tyres, plus the surface heat levels were very high on the tarmac which was starting to melt in a few areas and the tyres are a big bag of money

in the overall scheme of things. The car had run well once again, with absolutely no issues, we were on the pace of a lot of other 2 litre front wheel drive cars but being royally spanked my many others including a good few 1600cc class cars, so it's clear
there are still improvements to be found. A lot of the improvements are specific to sprint and hillclimb cars where weight is a massive thing, the quickest 1600s were very well sorted indeed with all the knobs and buttons but you do like to think with a decent 2 litre car you could get on a par with the smaller engine road car classes. A hot fantastic day, and then back to the campsite for beer and BBQ which the girls had organised on their way back from hang over heaven in Truro. Needless to say more care was taken with volumes when looking at alcohol, and much less was consumed during the evening.
The following day dawned cloudy with some speckles of rain in the air, luckily we managed to pack the camping awning away dry and secure before the rain started, and during the short drive to Treloy for 8am the heavens opened and it was battering down with rain. On a plus note Mike had brought along his underused 6m x 3m rally awning, they are great things, you get cover for the car and for social seating etc, so very useful in that size, you would think. Now, Mikes awning is stored by separating the frame from the cover, so naturally you extend the frame first and then put the cover on, so there we were opening the frame out, when Mikes face turned a strange shade of pale, as he realised that the cover was still at home in his garage where he had left it. An alloy frame makes for poor waterproofing cover on its own, luckily, I had a 5 metre ground sheet with me that we could lash up with tie wraps to give us some cover as the rain smashed in to the tarmac, so we did get some cover.
There was lots of checking of apps etc to see what the

weather was going to do for the day and it was generally thought that it was in until 2 ish and then it would clear, practice was properly wet with standing water etc in various places making it fun, and then we had a timed run in drying conditions, the decision was made by the organisers to take an early lunch as the latest forecast said it would stop by 12, so the marshals stood down, and we all hid under the lashed up awning, and right on time by 12 mid day, the rain had cleared and the sun was peeking through, a good call by the organisers certainly.

We cracked on with times runs, generally speaking I had the measure of Mike all afternoon thereafter which was a unique situation as he normally beats me, in this instance Skywalker kicked Yodas butt and after another 5 times runs we ended up with my best time at 49.08 with Mike not far behind (but behind) on 49.17. Did I mention he was behind.

Treloy is a great value venue, a decent circuit with its closed loop, no waiting around, your on the track, and straight back in to the paddock once its done, the corners give you a number of opportunities to get it right or wrong (ive done both) and the general ambience is good, everyone is chatty and its just one of those events that floats my boat, it still fascinates me how different cars get different times, Richard Trevail in his mini looks effortless yet puts in times 4 seconds in front of us, Ben Parker in Pinky runs in the 46s just over 2.5 seconds quicker, a lot of this does go to prove that it's the combination of car and driver but heavily biased towards talent I believe, im looking to try and build on my experience as a driver and see where it takes me, the next event will be the stage rally at Boconnoc in mid-August, after that who knows.

Alf Chanter 68/ Mike Perkin 68a
Honda Civic Type R.

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