Spotlamp



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Plymouth Motor Club Diary 2019

March 2019		
1st		AGM 7:45pm for 8:00pm Start Raffles Club 5 Ermington Terrace, Plymouth PL4 6QG
8th		Scatter Rally Start Carkeel Services, Saltash 7:30pm Map 201
24th		Treloy Sprint
29th		Austin Cup 12 Car Rally Organised by Alan Frame Map 202 Start Hunting Lodge 7:30pm Cadleigh Ln, Ivybridge PL21 9JN
30th		Ilfracombe Targa Rally Boconnoc Stage Ran by Plymouth Motor Club More Info In Editors & Chairmans Chat
Werrington Park Hillclimb 4th & 5th May 2019		

Series Dates 2019

Scatters:

8th February,
8th March,
14th June,
11th October,
8th November.

12 Car Dates:

29th March,
26th April,
24th May,
28th June,
26th July,
27th September,
25th October,
29th November.

Comus Cup:

12th April,
10th May,
12th July,
9th August,
13th September.

Editorial

Formula 1, a discipline that divides the opinions of people throughout the motorsport community but some reason I'm really excited about this upcoming season more than any other during my lifetime.

I think its mainly down to the fact that I strongly dislike Mr Vettel and am excited to see if the young Mr Leclerc can wipe the floor with him. I'm also interested to see how the relatively young Red Bull pairing gets on and of course whether Honda can provide them with that much needed power to fight for a championship once again. Talking of champions I don't doubt that Mercedes will be on form along with Mr Hammer Time but the bigger question is whether Bottas will up his game and challenge for a few race wins unlike last season. There's not long left to wait, with the first round on the 17th March but at least I've got testing to keep me entertained this week.

Back to the motorsport a little closer to home, March seems full going by the calendar I've just written and yes it has every start location written in it for once!

Treloy on the 24th was great event last year with some lovely weather throughout the day, hopefully the same can be repeated this year. Good Luck to everyone having fun down there this time.

The Ilfracombe Targa Rally is a very interesting event because Plymouth Motor Club is running both the start and finish of the event within the Boconnoc Estate. This means you can turn up and help in the afternoon to run the start and stay and run the finish in the evening or of course just doing one of those would be extremely helpful. More Info In the Chairmans Chat

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

Chairman's Chat

Greetings! Well we are off to a flying start again this year. Hot on the heels of the Dinner & Dance, our first club event and the first scatter of the year held on the 8th Feb. Thanks to Kevin Moyses and Simon Heywood for organising, results etc should be later in the mag.

Unfortunately this years Valentines 12 car didn't run due to lack of entries, It is always a very difficult decision to make but with only 2 confirmed entries and a "maybe" the 12 car co-ord felt it was better to postpone. Dont forget the Austin Cup 12 car which is the first of this years championship rounds. Running on Friday 29th March and signing on etc will be the Hunting Lodge Ivybridge (well between Lee Mill and Ivybridge on the A38). This is organised by Alan Frame and will be on Map 202 I've been told.

The day after the 12 car (Saturday 30th March) we have been asked to run 2 tests at Boconnoc for the Ilfracombe Targa Rally run by North Devon MC (which starts and finishes at Boconnoc) A leisurely start as I've been told it starts at around 11am and finishes around 7ish. If you can help in any way, marshalling etc etc please let me know asap. It will be a good day!!!

This month also had the ASWMC Awards, and a couple of Plymouth MC winners; the 2018 Tyremarks ASWMC Hillclimb Championship was won by Ian Ingleheart with Ben Bonfiled taking 3rd position. Congrats and well done guys. The 2018 Open Navigational Road Rally Championship was won by PMC committee member Simon Heywood. Congrats and well done Simon.

Our AGM is on Friday 01st March at "Raffles" Ermington Terrace Plymouth 7:45 for 8pm start. Please make sure you can attend, remember it's your club.
We have spaces and officer vacancies on the Plymouth Motor Club committee. Vacant posts include club secretary, social secretary, vice chairman and competiton secretary if you fancy taking on any of these roles or just want to join the committee then please let me know asap.

As I've mentioned the comp sec post is now vacant, Peter Locke has stepped down from this role due other commitments for his time, I would like to thank Peter for looking after this role for the last few years and the work he has put in. Peter is still remaning on general committee and is still "Mr Werrington"

Don't forget my "door" is always open so if you need or would like to talk to me, please don't hesitate to contact me email is: chairman@plymouthmotorclub.co.uk or 07867 86094 is my mobile number.

Jay Brown
Chairman

Membership

If you are competing early in 2019 please get your membership renewals in early to avoid disappointment and any last minute rush/panic.

Competitions update – February 2019

One reflection on last month – what a great Awards Presentation Evening we had! Many thanks to Malcolm & Linda Tuppen and helpers for one of the best events that we've had in recent years, not that we've had a bad one, but this one was extra good. Great location, great food & great company – what's not to like?

The new season has already started with two events already run and lots more to go. From the big events like Werrington, Wiscombe & Watergate (WWW!!!), to smaller events like autotests and treasure hunts it's all here under the Plymouth Motor Club banner. Before we go much further through the season we have our Annual General Meeting at 8pm on Friday 1st March at the Raffles Club in Ermington Terrace. The meeting will last less than an hour. It's beside the car park over the railway at Mutley Plain. Car parking is free in the evenings so there's no "I can't park my car near to it" excuses allowed. Please come along have your say about what your club is doing. We need some more people to join the committee too – many hands makes light work as they say. Being on the committee isn't onerous or time consuming and is a good way of giving something back to the sport that we all enjoy. Personally, I'm relinquishing the Competition Secretary role after several years in the post in order that I can find something else to do within the club and to allow someone else the chance to step forward into one of the club's major roles. However, you aren't getting rid of me, I shall be remaining on the committee in 2019. I hope to see you.

We now have a track licence and a permit for Werrington and I'm hoping that entries will open at the end of Febru-

ary. If you aren't competing in the event, please come along and help marshal, our new Chief Marshal, Rich Brooks will be very pleased to see you!

Have a great 2019, whatever you do!
More news – from someone else - next month
Peter Locke

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Awards

If you were unable to collect your award at the dinner and dance, the replica can be collected from me or passed on by arrangement.

I would just like to repeat Jay's thanks to everyone who helped to put on the event. The venue worked well and the food and service was excellent.

The committee have agreed to go back there again next year, so keep a place in your diary.

For those of you who did not hear the answer to the quiz for which vehicle the engine valve came from. Well the most popular guess was a HST125 Train, Brian Benson thought a Cheiftian Tank , but his wife Beverley was correct in saying the Torpoint Ferry.

Malcolm Tuppen
Awards Sec.

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More touring with Margaréta 2018
Prologue Tour

Having driven our 1971 MG B GT (Margaréta) on five Brittany tours and several one-day Wessex tours all organised by the Classic Motoring Organisation in conjunction with Brit Assist, Eva and I were delighted to learn that following the demise of the MSA Spring Classic our favourite organisers had decided to add another British event to their stable under the title of 'Prologue Tour' to be held in April, 2018.

We quickly signed up for both the new tour and the annual trip to Brittany scheduled for the following June.

The first Prologue Tour attracted a near maximum entry of some fifty cars and was based at the 4-star Holiday Inn in Winchester. We wore as much PMC clothing as possible to ensure maximum advertising for the Club and duly signed-in and deposited our luggage before setting out to explore the countryside.

Our route book informed us that we would be touring in Hampshire, Wiltshire and Dorset covering some 110 miles on the first day and a similar distance on Day Two.

Our route took us via Alvington Park (famous as the place of dalliance for King Charles II & Nell Gwynn and later George IV & Mrs. Fitzherbert). Alresford, famous for numerous watercress beds, was followed by Laverstoke Park Farm owned and run by former F1 Champion Jody Scheckter.

Our first scheduled stop was at Laverstoke Mill situated on the River Test and home of the bank note but, more encouragingly, now the home of Bombay Sapphire gin! We were given plenty of time to fully learn about gin distillation with free samples on offer – not very appropriate for so many drivers, but our organisers had thought of everything. We enjoyed soft drinks in the hospitality area and as

we left we were all able to pick up a gift pack of gin and Fever Tree tonic to enjoy back at our hotel. Attention to detail!
The second half of the morning allowed us to see the Freefolk Alms Houses (the longest thatched building in England) and to travel through Watership Down without seeing a single rabbit!
Lunch had been arranged at the Milestones Museum in Basingstoke. After eating in the museum's Education Room we were free to enjoy a lengthy tour of the indoor re-created town of cobbled streets and old shops, factories and a working pub. Also, there is a great collection of old vehicles including Thornycroft lorries and an airfield fire appliance. I remember that a number of Thornycroft Nubian 4 x 4 rolling chassis, built in Basingstoke, were delivered to the Tecalemit factory at Marsh Mills to, as far as I can remember, be finished and fully fitted with all the necessary firefighting equipment.
I believe the vehicles were the DP1, developed to replace the wartime and early post war Water Tankers as Water Backups to the Foam Tenders. It was supplied by Foamite and went into service in 1957.

As the name suggests (Dual Purpose) it was used not just as a water carrier but could be used as a Foam Crash Truck and was also equipped for Domestic Fire Fighting. All operations where made from the pump locker at the rear of the vehicle.

Still enjoying excellent weather, we left Basingstoke and pushed on towards the country's largest gliding club at Lasham Airfield. Lasham, built in 1942, was home to 613 Squadron who, on April 14th 1944, at the request of the Dutch resistance, famously bombed the Gestapo Central Records Registry in The Hague. Flying at 50 feet, the accu-

racy was such that there were few civilian casualties in the surrounding streets.
After the war, the future World Champion Mike Hawthorn occasionally used the airfield perimeter track to test his Cooper-Bristol F2 car.
After tea in the Club House our final leg had something of a literary theme as we travelled via Chawton the location of Jane Austen's house where she spent the last eight years of her life, and Selborne (home of Gilbert White, who 250 years ago made a life-long study of the natural world and was author of The Natural History and Antiquities of Selborne).
We also passed through West Meon, final resting place of Thomas Lord (first owner of the London cricket ground) and the famous spy Guy Burgess.
Then it was back to the hotel to meet up with many old friends and prepare for the evening where everybody involved in the tour (participants, organisers, marshals and recovery crews) all enjoyed an excellent meal and the opportunity to swap stories and partake of the gin samples and other delights before a good sleep.
After a welcome breakfast on Day Two we all gathered in a rather misty car park before setting off north and then west through the expensive fishing grounds of the Test Valley, then passing Longstock House which was bought by John Spedan Lewis (founder of the John Lewis chain of stores and still owned by the company), and Danebury Hill (one of the most studied Iron Age hill forts in Europe). Evidence suggests that the fort was built 2500 years ago and occupied for 500 years.
Morning Coffee was served at the Museum of Army Flying at Middle Wallop. The museum, an award winning establishment, hosts a range of nationally important historic and modern aircraft, artefacts and documents.
Eva and I decided to forego the coffee and press on for

the next 37 miles to our lunch stop. Our route took us towards Salisbury and past the Old Sarum Iron Age fort used by the Romans, Normans & Saxons and site of Winchester's first cathedral. Continuing through Wilton we saw one of the finest Palladian houses in the UK. It is still the seat of the Duke of Pembroke whose ancestor established the Wilton carpet factory in 1665.

Eight miles further on we passed Gurston Farm, site of one of the fastest speed hillclimb venues in the UK, and then onto Sutton Down where we saw the regimental badge of the Royal Warwickshire Regiment carved in the chalk hillside (one of nine surviving badges from the original twenty carved by soldiers billeted nearby).

And so to the lunch stop at the Rushmore Park Golf Club. Much of the Rushmore Estate was shaped by Lt. General Pitt Rivers who inherited the estate in 1880. Pitt Rivers spent 32 years in the military but is probably best known for his influence in the development of archaeology and evolutionary anthropology.

After a very tasty and filling ploughman's lunch we set off on the penultimate leg of the tour. Thirty-eight miles to afternoon tea via the edge of Ringwood Forest, across the River Avon and through the New Forest where we saw many delightful ponies and crossed the remains of one of three runways of the wartime RAF Stoney Cross, used by fighters, bombers and playing a key role in the D-Day landings.

Later we passed Broadlands, home of the late Lord Mountbatten of Burma and the place where Queen Elizabeth & Prince Phillip and Prince Charles & Lady Diana spent part of their honeymoons.

We arrived at the Potters Heron Hotel in Ampfield where we found that the hotel had recently suffered a very severe fire, but were still managing to provide full services to customers.

As we drove into the hotel we discovered that our indicator flasher unit had failed so we decided to press on for the final few miles at a slower speed. It proved to be something of a challenge as I handled the rather heavy steering (usually needing two hands), whilst changing gear with my left hand and giving hand signals with the right hand.

Having safely negotiated the last 13 miles we parked up in the hotel car park and awaited the arrival of the Brit Assist mechanics who were able to quickly replace the flasher unit with a new digital model which they were carrying on their van.

With the car now fit to drive back to Plymouth we enjoyed another evening of good food, drink and company before a good night sleep and many warm farewells amid the expectation of meeting up in two months for the Tour de Bretagne.

Tour de Bretagne

The fourth weekend of June found us making our third trek to Portsmouth and another very pleasant evening 'cruise' aboard the overnight ferry to St. Malo.

For the second year in a row we made our way to the Gare Maritime alongside the Barrage de la Rance where we took coffee and attended to all the pre-event formalities. As usual, we were presented with an excellent tulip Route Book which informed us that we had some 136 miles of motoring before we would reach our base in Quimper.

The first leg of our journey was from Dinard to Moncontour. Due to the longer than usual distance to the hotel there was no formal morning coffee stop on the Friday route which used roads that were mostly new to us although they took us via several towns and villages that we had passed through on one or other of the two previous tours which had started in the St. Malo area.

From the delightful town of Moncontour it was around 33 miles, including a couple of beautifully wooded gorges that run down to the valley of the River Blavet, to the scheduled lunch stop at the 12th century Cistercian Abbaye Notre Dames de Bon Repos. The Abbaye had a tumultuous history including being burnt down in 1795 and is situated on the banks of the Nantes-Brest Canal, France's most ambitious canal project with 238 locks along its 360km length.

Although listed as the scheduled lunch stop, Eva and I decided that, in view of the evening dinner, we would not eat but instead enjoyed a drink in one of the local restaurants. The lunch break was followed by a tour of the ruins with an English speaking guide laid on by our tour organisers.

From the Abbaye we headed further south following the valley of the River Elle before heading westwards towards the Hotel Oceania in Brittany's second city of Quimper.

We had enjoyed a lovely day motoring gently through beautiful countryside and numerous quiet towns and villages but that all changed as we entered the city. The Tour de Bretagne does not usually pass through any large towns or cities and our Route Book had warned us to be ready for the busy roads and 'although fairly straightforward we should keep our wits about us over the last half a mile'! Well, we did but we still managed to go off route and then spent about ten minutes trying to navigate numerous one-way roads and dual carriageways to reach the hotel which we could see only a couple of hundred yards from us.

As usual the organisers had chosen well and we were soon settled into our room and ready to search out a bar and a couple of well-earned alcoholic drinks. After a short period of rest we all met up in a private dining room for the first of our tour dinners.

Saturday found us up bright and early, but less than eager to find our way out of the hotel and city. Our Route Book informed us that we were to drive some 114 miles and so we set off to the north via the Aulne Valley and the Montaignes Noires as we headed for our first stop – the Château de Trévarez. We had briefly visited the Château car park a couple of year earlier as it was a tour checkpoint.
This time, although closed to the public, our organisers had managed to arrange a private tour, so with all our cars parked up right outside the building we explored the house.
The Château de Trevarez, often called the 'pink castle' due to its composition mixing Kersanton granite and brick, was one of the last castles to be built in France. Built by architect Walter-André Destailleur from 1893 for the President of the General Council of Finistère James de Kerjègu, the castle comprises all the elements of comfort and modernity of that time: central heating by hot water pipes, electricity, telephone, lift etc.
Requisitioned by the Germans during the war then bombed in 1944, the castle was at first abandoned, then the General Council of Finistère bought it and restored it. The Château de Trévarez and its gardens became French historical monuments in 2009. The 170-acre estate including the landscaped park, the French formal gardens and the follies were listed as 'remarkable gardens' in 2006. In 2011, the western part of the castle, closed until then because of the bombing, reopened to public.
From the wooded heights of the Montaignes Noires we headed for the Southern Finistere coast at Pont Aven and our scheduled lunch stop. Sadly, at that point in the tour all did not go quite according to plan as the local authority decided to change the excellent arrangements made for all our cars to be prominently displayed in the quayside car park Theodore Botrel. Instead, they reserved a car

park for us some distance away and up a hill. However, Brit Assist quickly organised transport for those who could not manage the walk into town to explore.

Pont Aven was once known as the 'Millers Town'. With its milling tradition the town is famous for its gallettes which, it is claimed, were first baked there. However, few of the watermills that once lined the riverside remain, but its picturesque houses would still be recognisable to the painters who flocked there during the 19th century. Most famous was Paul Gaughan who founded the Pont Aven School of Painting.

From there it was a relatively short afternoon drive back to our hotel, thus allowing plenty of time for those who wanted to visit the centre of Quimper.

Eva and I decided that we preferred to enjoy a couple of glasses of wine in the hotel bar before relaxing and preparing for another enjoyable evening of good food, wine and entertaining conversation.

Our tour organisers 'do not do speeches', but they usually take the opportunity to make some announcements of forthcoming events and so it was that we learned that in addition to the 2019 Prologue Tour and Tour de Bretagne there was also to be a 2-day Wessex Tour to replace the previous 1-day runs.

On Sunday morning we were again up bright and early and after breakfast and a quick pack a number of us were on the road for a leisurely drive back to Roscoff for the afternoon ferry to Plymouth secure in the knowledge that should we run into trouble Brit Assist were not too far away.

Once again we would like to thank all those involved in these Tours (organisers, helpers and breakdown crews and participants) for the effort put in to making them so enjoyable. Also, I would like to acknowledge that quite a bit of the details written above have been taken from Route

Book information.

Finally, we are already booked up for the 2019 tours beginning in April with the Prologue based in England's smallest county – Rutland and taking in Lincolnshire and Leicestershire.

The Start – Barrage de la Rance, Dinard.



Château de Trévarez.



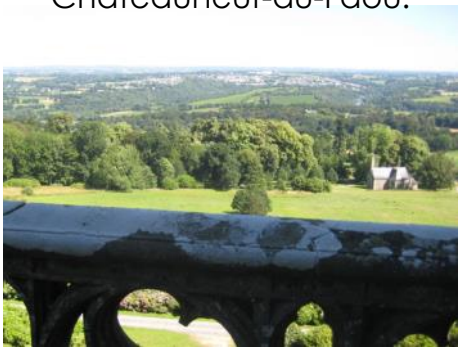
Hotel Oceania – 'our' reserved car park.



Abbaye Notre Dames de Bon Repos.



View from Château towards Châteauneuf-du-Faou.



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