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Plymouth Motor Club Diary 2019

March 2019		
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 Cancelled***
April 2019		
6th		Cars & Coffee At Crawford Porsche Saltash
7th		Camel Vale Motor Club Autotest
12th		Comus Cup Start Carkeel Services, Saltash 7:30pm Map 201
21st		Camel Vale Motor Club Autosolo
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.


WERRINGTON
Needs
YOU!
Well, it's that time of year where Werrington is fast approaching.
Once again we will be needing plenty of marshals. However experienced or inexperienced you are at marshalling does not matter. Come and join in the exciting thrill of watching the fastest cars in the South West speed past you on a marshals post. Free lunch is provided and you will be entered into the marshals prize draw.
Become part of the action!
Contact Chief Marshal Richard Brooks on
07877 004462

Editorial

It's early, it's quiet, hardly anyone's awake. It's the first Grand Prix of the year though so I'm definitely excited for the season to get underway. It was with sadness to here during the week that Charlie Whiting had sadly past away and I couldn't quite believe it when someone mentioned it at College but it was nice to see all the banners and stickers for him on race day. The race on Sunday seemed to fly past in the blink of an eye but wasn't short of action. Bottas drove an amazing race but Hamilton's cheeky smirk during post race interviews seems to indicate a debt has be repaid from last year perhaps. Ferrari seem to think team orders are the right way to go at the first round but I think everyone was aware Charles was faster at that point in the race. Red Bull showed great pace and it was nice to see them back at the top once again although it does seem Gasly needs to up his game sharpish. Finally, for Ricardo's home Grand Prix it was a shame for him to end with a retirement and this still shows Renault has reliability issues. Oh well only two weeks until Bahrain to find out the next chapter out of 21 this season.

So what else has happened since my last editorial, the Geneva Motor Show of course. And woah did Aston Martin steal the show or what. The mid engine series of Aston Martins coming over the next few years definitely have me excited and it'll be interesting to see what their competitors come up with. Koenigsegg was the other manufacturer that really made an impression on me this year, the Jesko which is named after the founders father is a 300mph hypercar with over 1,500bhp. I mean 100mph over a cattle grid seems like walking pace in comparison.. Finally, Bugatti. They launched a car that is not for sale

because they only made one of them, I mean the retail price was nearly 15 million pounds so I don't think there was really a market for it to go into mass production, although it does make it the most expensive new car ever sold. Only Bugatti could have that accolade couldn't they.

Now, why be a normal car manufacturer and launch your car at a motor show when you can host your own private event, after all you have just sent a rocket to the International Space Station. Yes, the final Tesla in the S3XY model line up has been revealed. Based on the chassis of the relatively affordable Model 3, this baby SUV follows design cues from its bigger brother the Model X. And I'll say, I really like it. It joins not only the S3XY model line up but also the upcoming Tesla Semi-Truck and Tesla Roadster 2. Elon Musk has had a lot of negative comments for the things he's said or done but in my eyes the man is actively trying to make the world a more fun and excitable place. Who doesn't love a car that can accelerate from 0-60 in 1.9 seconds and truck which can do the same in under 5.

So that's my round of the month in motorsport and cars in general. Things are defiantly changing at the top level of car development and I'm very interested to see what technology trickles its way down into the motorsport that we host and compete in, in the near future. Who knows, maybe one day Motorsport UK will let a Tesla Roadster 2 to compete in hillclimbs.

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

Chairman's Chat

Hello and welcome! It's my pleasure to be writing this at this time as I am honoured to be voted back in as your chairman. So onto business as they say.....

We had our AGM on 1st March. As ever the committee has done stirling work over the last 12 months since our last AGM. I would like to thank them for all their hard work that they have put into the club, not to mention the support they have given me, and well done to all who have been re-elected. A big thank you to those who have "retired" either posts or from committee in general, for all their hard work and support for the club. Which brings me quite nicely to..... we have spaces on the committee for YOU to fill. This is YOUR club so why not help out on the committee and help run it! In particular we are looking for a club secretary and a competition secretary. If you want any details then please contact either myself or a committee member.

The 12 car series for 2019 is being headed by Kev Moyses as point of contact and his role will be a "competing co-ordinator" so Kev will oversee after most parts of event planning however the route and navigation will be submitted to and checked another body/s, so Kev can still compete without any conflict of interest or unfair advantage.

Werrington is nearly upon us so don't forget to volunteer to help set up and pack away, many hands make light work! Richard Brooks is the new chief marshal this year and will be seeking marshals for either Saturday or Sunday, ideally both days! So if you can spare any time over the weekend of the 4th and 5th of May he would love to hear from you.

We were asked back along to run two tests at Boconnoc as part of North Devon Motor Club's Ilfracombe Targa Rally. Unfortunately the event has now been cancelled by the organisers due to lack of entries. Thank you to all who volunteered to marshal on these tests.

After our successful visits to Oakfest and Yealmpton Show last year I am very pleased to say we will be back to promote the club and these events as well as, hopefully, a few others throughout the year.

The beginning of the month saw the Bovington Stages run by Bournemouth and District MC at, funnily enough, Bovington. PMC's Lord Alf Chanter entered his fairly well standard Honda Civic and was seeded car 40. Alf , with long time Werrington supporter Megan McCarron having the silly seat, ended the event 18 overall and 5th in class C. Well done Alf and Megan, cracking result especially when you have a field including Josh Payton, Damien Cole and the Fossey's and machinery that includes WRC cars, D3 R3's and some very very quick escorts!

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

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The Club Website

Hopefully by now you will have noticed that the Club Website has undergone a bit of a redesign and has a new look. (If not go and check it out at plymouthmotor-club.co.uk)

This was caused by old Web Design program becoming no longer compatible with Modern Technology and old one was looking a bit tired. Hopefully you like the look of the new one now.
There are still some more sections to add as it evolves over the next few months as I get the hang of the new program.

We have also taken the opportunity to move the site to new Hosts and have been able to set up the Club Officers with their own email addresses again so please check that you are using the current emails. (The old ones will still get through if you do get it wrong.)

It proved to be a bit of a battle to move the site and it was down for longer than I had hoped just before the Awards presentation evening, for which I can only apologise, but hopefully it has been worthwhile.

Check it out at plymouthmotorclub.co.uk and let me know what you think and if there are any features you would like added and I will see what I can do.

James Ellison.
Email: webmaster@plymouthmotorclub.co.uk

Werrington 2019

Note the change of title this month – Competitions no more! Having done the Competiton Secretary job since 2013, after last year's AGM I decided that it was time for a change and announced that 2018 would be my last year in the job. So now, after the 2019 AGM, here I am without a job! Not that the world has stopped or that I have become any less busy – just busy doing other things. Many of you will know that my real motorsport interest is timekeeping, speed or rallies it doesn't matter which, and in particular the technical side of timekeeping. For the past few years the Competition Secretary job has been keeping me from doing the timekeeping job and now it's time to redress that balance a bit.

The other passion of mine is, of course, Werrington which I'm still very much involved in. Each year I spend hours wondering why, but the event & the location soon makes up for the hours of graft & frustration – especially when it's a nice sunny weekend! After the usual frustration of dealing with our governing body to get a track licence & permit – why do they make it more painful each & every year? – entries went live ten days ago and we have 86 entries for Saturday & 93 for Sunday. Suddenly I realise that's why I keep doing the job – where else could you get such job satisfaction? There's many clubs that would love to have that level of support for their events.

Another strand of the Werrington job is making it easier for everyone to set up & dismantle the equipment that is needed to run the weekend. I may not have all (any!) of the ideas but the job entails taking the good ones that people suggest and turning them into reality. So, whether its using a telehandler to move the tyres bales or obtaining

a shipping container to store our stuff in, I try to sort it out and make life easier for the noble band of volunteers who turn up each year to help make Werrington weekend the spectacular event it (weather permitting) is! Gents and ladies - I salute you, for without you I wouldn't have an absolutely brilliant event to work on.

The band of volunteers is still painfully small despite the labour saving devices we have deployed over the years and we are always looking for new recruits. So, if you can spare us some of your valuable time, we will welcome you to Werrington on Friday 3rd May to set up for the weekend or after competition has finished on Sunday 5th to help pack away. Who knows, one day we may get back to going down the pub on Sunday evening!!!!!!!!!!

One pair of volunteers that needs special mention is Keith & Rob Selley for their sterling work over the winter. I'm not sure that Keith would describe driving a mini digger as hard work (Rob drives it and Keith pushes the wheelbarrow!) but they both turn up when I ask them to and this winter have spent a couple of days levelling out the floor of the barn so that it's easier to stack the tyre bales in a neat & tidy fashion. The photos on the next page show the fruits of their labours – and the far end of the barn as you've never seen it before. Thanks guys – I've got some more ideas for "venue improvements" for next winter!

Hope to see you at Werrington in May - please!

Peter Locke
Event Co-ordinator and general dogsbody

PS Chief Marshal, Rich Brooks, is still recruiting marshals too!





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Hit or Miss,
or the February Scatter Rally

The First Scatter Rally of the Year took place on the 8th February.
Teams gathered at the Hunting Lodge, Ivybridge for the event set by Simon Heywood and Kevin Moyses.
We had 4 crews out, two first time crews of Tony Butt and Trevor Yeasley, Brent Burton and Loraine Hine, then a not quite so novice crew of Ricky Loy and Andy Flanagan, and James Ellison who has decided to swap seats this year and claim points as Navigator.

We were given a set of 20 points to plot and set off into the night to hunt Number plates.
The first point I decided to visit was on the by Cadleigh Lodge on the Road to Cornwood. I arrived here find Ricky and Andy preparing to leave having found a Number plate. I had a good look around and I did not spot at first but when I ventured up the track I spotted part of a plate peeking out from behind a gate post.

The I went up road to the other side of Cornwood were I failed to find the next plate – apparently it was hidden on the back of a Tree but I did not spot it.
From there I went down to Great Stert were I quickly found the plate. From there I ventured down to the Railway bridge on the road between Hemerdon and Voss. I spent quite a bit of time here looking in the rain again without success and it was only when I decided to check the other side of the bridge that I found it in plain!

The next one I looked for I could not find- it turned out that I had plotted it in the wrong place. Opps.
The one was simple spot on my way do way down to

Kitley Caves where I found 2 old plates but not the correct one!
From there I made my way towards the plate by Holes Farm. As I was navigating my way down a very muddy lane I was caught up by Ricky and Andy again. Having found the plate we set off down the muddy track again.

They soon left me and as I came up to cross the A379 a little car turned in front of me but soon pulled over to let me pass – which might have been a good idea for them as I came around a corner to find a flood across the road and I think I must have deposited a good proportion of it over the hedge!

I arrived at the next point and the car caught me up – it was Brent and Loraine and they took the details as I was looking at the plate.
Then it was up though Westlake to Endsleigh Garden centre, stopping off to find another plate on the Cross roads on Tod Moor.

By now it was time to make my way to the finish at Ivybridge Station Carpark. Looking the Map and clock I decided that I had time to find one more plate above Ludbrook.

It has been a few years since I have driven / Navigated this way and I managed to miss a turn which cost me a bit of time, but I was able to get to the location and find the plate, then it was a case of making my way back to the finish, once more I struggled here I as am not that familiar with the roads here so I had to consult the map a couple of times before I got to the station just in time.

The results when announced where: 1st Rickey Loy & Andy

Flanagan, 2nd me, 3rd Tony Butt & Trevor Yeasley, 4th Brent Burton & Loraine Hine.

The two new crews struggled to start with not realising that they had to get out of the cars to look for the plates having only done 12 cars before, but a quick call to the Organisers soon had them set straight.

Thank you to Organisers Simon Heywood & Kevin Moyses. The next event Starts from Carkeel Services in Saltash, hope to see you out.

James Ellison



Lord Chanters Bovington Stages Photos
~~Magazine Article~~ Novel Starts On The Next Page

Bovington Stages 2019

As with many things in life there's a bit of stress involved in most things you do, and sometimes you sit back, pinch yourself and wonder if its really worth the hassle, motorsports a bit like that (unless your Lewis Hamilton no doubt), ever since I converted our Honda Civic type R in to a rally car its caused me more stress than I ever imagined, we have all been there no doubt, a project that you really do wonder if its worth all the time and effort. Ultimately it normally is. Hopefully. And to be fair most stress on things like this is self created, as in you set yourself deadlines, or budgets, and it all fails, the project still goes ahead, but your stressed. Never anything serious, but you stress over the small details sometimes.

I find getting ready to do a rally to be immensely stressful in a number of ways, finding the time to sort the odds and sods out before, finding the time to work on the car, finding the time to pack the van and load the car, it all causes me stress, so I try and get everything done in advance to reduce that level of stress, including preparation of the car, last year's final event in November was the Challenger stages held at Bovington Camp in Dorset, we had a misfire on the car that we seemingly cured by topping the fuel tank to the brim, so after the event I immediately sorted a new fuel pump and filter and tried that, and it seemed to fix it, so happy that I had overcome the misfire, I carried on with a full spanner check and a few minor new bits to include plumbing in my shiny new super duper hydraulic handbrake.

So over the xmas period and in to January and early Feb I poked and prodded the car, changed a few bits here, bushes and bearings etc, touched pretty much every nut and bolt with a spanner (the spanner was often cold so this made me wince, but that's another story) did wheel bearings on all 4 corners and so on and such like, and

then there was the plumbing in the new brake lines for the handbrake to go in, started over xmas but didn't finish it until mid Feb as seemingly I was in no rush as everything else was done, after bleeding the brakes etc it was a careful drive around the industrial estates to see if it was all working, only to find I still had an occasional misfire at 5500 rpm, and despite checking the fuel system it continued to cough and splutter. Modern cars are all about sensors so I plugged it in to my eBay special OBD hand held unit and found nothing, so I started to replace bits randomly, so new plugs, oil change
(the Honda is sensitive to oil), injectors, coil packs, crank shaft sensor, cam shaft sensors and even a new fuel rail just in case the simple bit of tube was causing a problem, I also looked at a high pressure fuel pumps but pretty much all the Honda gimps said a standard pump is good for 300bhp, which im well under. Nothing fixed it. Stress was overcoming me at this point and I was thinking about digging a large hole in the garden for a Honda shaped pond. Another Ponda in my life after Ben Parkers attempt to drown me on our first event together all those years ago.
As I scratched my head my mind kept going back to the misfire being at 5500 rpm, which coincidently is the point at which Honda set the rev limiter for when the car isn't moving, the ECU wont let it rev any higher when stationary, so I was starting to try and link that in to a sensor, after a good old Whatsapp message exchange with Ben Parker he suggested I check the vehicle speed sensor on the gearbox, so I plugged in my lap top and went for a drive, only to find that there was no speed output going to the ECU, so a quick swap over after robbing my spare parts bin sat in the carpark at work in the rain at 11pm on a soggy Thursday evening and we were up and running. We were ready to rally. At 11.30pm on the Thursday evening before the rally. Preparation finally complete, and I still

had a day in hand. The stress dissolved. Ish, as I still had to pack the van, oh, and fix the trailer lights.
So the rally was again at Bovington, this time a 2 day 12 stage event, a venue I have enjoyed as a navigator a number of times and loved last year as a driver despite the issues we had suffered, all I had to do was load the van, like I say, that stresses me out, remembering everything you need, packing it tidily in the van and car, loading the car, all that being said by 4pm on the Friday I was ready to go and waiting for Sam to finish work before we set off to Dorset for the holiday park base camp, no issues on the journey and we were soon sitting in the bar noshing some tea and drinking beer, what's to stress over I thought. We had arrived, everything was good and the world consisted of beer and fish. I was already a winner.
In the silly seat for Bovington was Megan Maccarron from up Cullumpton way, despite the strange accent and her requirement to eat grass etc (apparently shes not from Somerset), she was due down to us with her man Dave Thorpe in tow quite late that evening as she works on a Friday night (not in that way)
so we were forced in to sitting in the bar before retiring quite late to the accommodation on their arrival, by midnight we had a team ready to rally, sadly we were lacking in a full service crew as some members of the team suffered at the hands of fools and were unable to make it up to Bovington in the end, but their thoughts were with us, if not their biscuits. It would have been their biscuits that we actually wanted in truth.
Saturday morning dawned dry and fairly warm for early March, on arrival at Bovington Camp for 7am as the gates opened it was clear the stages were clean but wet after some heavy overnight rain, the forecast was changeable for the weekend and on a personal note I was hoping for dry all weekend, although im now using the panty liners

and am getting my bladder under better control. We set the service area up after no issues with scruitineering, those chaps who examine ours cars are a smashing bunch, couldn't be nicer with the exception of being Cornish, but we don't hold that against them. Signed on and ready to go by 9am, it was tea and biscuits for us while we waited for stage 1 to open at 10.44.30. The clock was ticking and the tension building, although to be fair I think it was just flatulence from the beer the night before, the appropriately named Doom Bar.

Stage 1 and we were off in to the stage, Megan shouting the corners and me trying to pay attention, as a driver I find I spend a lot of the time listening for noises from the car and its quite off putting when I should be listening to the navigator, as you know Ive sat in the navs seat for a fair while when the only thing that interested me was the view out of the window with the occasional mention of a stray cow or some sheep in a field, now ive swapped seats I actually have to pay attention to what's being said in the car, its quite novel, someone speaking more than me. Almost unheard of. We went out on wets as did most crews, it was a short stage at 3.7 miles and certainly wet to damp, so the wets were the right choice, and as it turned out we had a good stage time in 22nd fastest, very pleasing, and the car and the crew had no issues, it was a nice clean steady run, well within the limits of us all and the car was running fantastic.

Stage 2 was a repeat of stage 1 and we once again used the soft wets, with hindsight we should have gone with slicks, but with hindsight I should have chosen different numbers on the lottery as well, so hindsight can't change anything, only teach you lessons for the future. Stages 3 onwards being the first of the longer stages was a full attack in almost full dry conditions with soft wets continuing on the back as they never suffer from wear, and interme-

diate dry's on the front, the longer stages would have destroyed the wets, so intermediates were the way that everyone went. Throughout the days we had no dramas or issues, the car seemed to go well, the venue is quite fast and it always feels like your really punishing the car with heavy braking, up and down the box as needed and aggressive cornering etc being a part of dry weather sticky surface rallying, so a day with no issues was reassuring for me, we looked under the bonnet a few times but that was almost the limit of the day, our service area was busy with tea and sandwich making rather than car fixing, whilst others around us were taking hammers to their cars, we were soaking tea bags. The day continued in this vein, with dry cool weather being the order of the day, and we gradually crept up from our start position to mid 20s overnight, a result I would have taken with pleasure if it was the end of the weekend, before the event I thought about around the 30th overall would make me a happy man, so Saturday proved to be a good day generally, Megan and I gelled in the car, Sam and Dave kept dry and warm, we were all winners. My thoughts on the day were that the car was awesome, I was less so, I felt quite untidy on the chicanes in general and was losing time both in and out, I was effectively trying too hard as I always do and getting it wrong, so I knew that whilst the car was good, I still have a long way to go.

Saturday nights theme was food and beer, the girls were on the gins and the men (grrrrrrr, real men) were on the Doom Bar again, so a great night, we laughed, we jested, we socialised, its one of the reasons we go rallying, we love the social side of events whether its in the service area enjoying banter with others or its in the bar supping a few and smiling from ear to ear, it makes the stress worth it.

Sunday and we awoke to the expected rain, the forecast had been for a storm overnight and continuing through

the day, I for one had never driven hard in the rain over any distance, and the car was fairly well untried under those conditions, but as the configuration was pretty much as Soichiro Honda had come up with many years ago, I was expecting it to behave itself and not cause me any more stress, the driving bit was down to myself and Megan getting it right, the car I was sure would sort itself out. The day started as it finished,
with wets all around, Dave was the spanner man once again and poked the tyres and checked my nuts (&^£(&"$**) after our only problem on the Saturday worthy of note was a hub nut falling off, potentially disastrous but after Dave sprinted the length of the service road with a socket and a new nut, the day was saved. Hes only got short legs, bless him.
Stage 7 being the first of the day was a 10 miler, 3 laps of the venue in the rain, I was going to be cautious and very early on in the stage, perhaps within a few hundred meters of the start we came across a river running across the stage that we hit as we were accelerating hard, that was a novel experience feeling the car leap to the right but quickly pulling itself straight again, so we continued in, braking longer and gentler and generally slower than the day before, completing the stage with no issues but feeling that it was a slow time. The thing to take in to account is that most of us go slower in the wet, and as luck would have it I wasn't as slow as some, we were chasing a few cars and managed to claw a few seconds out of them on the first stage, around us we were surrounded by a good range of rally machinery, surprisingly we were amongst the fastest of those in the 20 – 30 region and pulled up a few places on our reseeded start number, and the theme continued with the next couple of stages, with stages 9 and 10 being mostly dry we had some nice runs, my chicanes were being attacked less and were much tidier,

the car continued to run really well and pulled strong, its clear on the faster bits we had the legs on many as we were doing the catching and passing which was fun, taking a few cars out on the stage by being both brave but faster. Inside I was suffering turmoil, as we were now 19th overall, something that was far beyond any expectations I could have ever had.

Stages 11 and 12 were both short stages at 3.7 miles, I knew that I would be ever so excited to finish where we were inside the top 20, and we had looked at what was in front and what was behind, now that's where it gets dangerous, there was a car only a few seconds in front, and another only a few seconds behind. If I had been told earlier that a top 20 finish was on the cards I would have laughed and taken it very gratefully, but here we were in 19th place, and thinking about both defending and attacking, your head says just get around and be happy with a 19th overall and defend, even if we dropped to 20th, its still the top 20, but your heart thinks different, your heart wants 18th overall, as it was within sight and we were picking away at the seconds.

Megan and I started the final stages of the 2019 Bovington Stages in a genuine 137,000 miles Honda Civic, that's enough mileage that the still original engine would have been around the world over 17 times, we could have gone over halfway to the moon with this engine, all we were asking was another 2 stages at 3.7 miles each, the car felt good, I was hearing the odd bang and squeak, but in general it felt good. It's a Honda, its what they were designed to do. As we set off in to stage 11 of 12, the rain came back down, I for one was glad as I was enjoying the rain and in reality also knew that the drivability of the Honda with no mad cams or big lumps of power would be an advantage in the wet, the car behind and the car in front were both decent tuned 1600s who would have to thrash

their mounts to go as fast as we could on the straights, so I was hopeful of holding our position, as it turned out the Honda was the better car, some would say it should be as its got more power, and I would never argue with that, but on the day in those stages, regardless of anything else, Megan and I managed to claw a few more seconds back and were delighted after another 2 very clean runs to have ended up 18th overall, and catching some of those in front, ending just a few seconds behind 17th. 17th would have been very sweet.

So in the week prior to Bovington I was stressed, In the day prior to Bovington I was stressed but excited and would have been delighted to finish inside the top 30 overall. As it turned out, Bovington left me with no reasons to be stressed, the car was great, the team was great, everyone played their part and was vital to getting a result, Sam fed and watered us for the entire 2 days, Dave prodded the Honda when it needed prodding, and Megan was clear and concise on the maps, we laughed, we giggled, we drank, we had a blast. Finishing 18th was such a pleasing result, it's the first event the cars not played any games on in its current format, Ive learnt massive amounts about my driving and we had great times in and out of the car.

Now that's why we go rallying. The stress will always play its part, but the Honda shaped pond in the garden will have to wait for another time. Probably the next event, buy hey, each event has its own special stresses.

Alf Chanter and Megan Maccarron
18th overall and 5th in class C – Bovington Stages 2019

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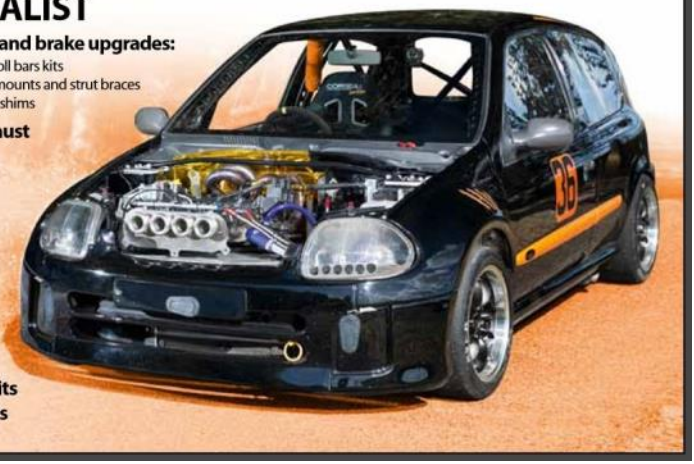

Awards Dinner

A new venue , but a great evening had by all , the food was really good and service by the staff was brilliant

Thank you Malcolm Linda , James Chris and all the others who helped make the evening such a success

Autotest and Autosolo 2019

We are fortunate in the Westcountry to have such a varied calendar of Motorsport events in our surrounding area , not only the higher profile like Werrington Wiscombe and Watergate Bay plus several Sprints along with Tarmac Rallies

In that mix are also numerous events run by our neighbouring Clubs

We saw how popular a Grass Autotest can be once a venue is found last year at Cadover

Camel Vale MC not only run Castle Hillclimb, but they have a busy year of Classic Trials which are great to spectate on or marshal if you have never seen this type of event also Scatters, Autotest and Autosolo , all the details can be found on the website or the fb page ,

I think I am correct to say that PMC are usually an invited club so you don't have to join another Club to compete

Some dates for CVMC are listed on the next page in this magazine.

Scatters

4th October
1st November
17th November

Also they will be running

24th March Autosolo
7th April Autotest
21st April Autosolo
28th April Trial
12th May Trial
19th May Autotest
26th may Trial
2nd June Autosolo
9th June Trial
23rd June Autotest

More events planned for the rest of the year this is just a sample list for the first few months of 2019

Another quite local club is **Truro and District MC** , not only run Tregrehan Portreath and Watergate Bay they also have a few Autosolo planned for the year on 31st April and 12th May.
Again a good source of information is the clubs website along with the fb page

Bournemouth and District Car Club

Famous for the stage rallies they run at Bovington , but

they also run very popular Autotests at Blandford Army Camp , its an almost perfect venue large test area almost snooker table smooth , and they usually attract up to 30 entries for the events they run , dates for 2019 include

19th May Autotest
12th July Autotest
3rd November Autotest
8th December Autotest

Again a good source of information is the club website along with the fb page

Weston Super Mare MC also run a few Autotest at Weston Zoyland which are great fun

So if you are looking to compete is more grass roots type events lots to pick from locally and speaking from experience all these events are a good day out

Hopefully we will get to run some more Grass events later in the year

Wayne Grimshaw

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