Spotlamp



Photo By Howie Fowler

May 2019

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Plymouth Motor Club Diary 2019

May 2019		
3rd		Werrington Set Up
4th/5th		Werrington Hillclimb Werrington Park Estate Launceston, Cornwall PL15 9SR
10th		Comus Cup
18th/19th		TSH Stages
24th		Ford Cup 12 Car Rally More Info TBC
June 2019		
14th		Scatter

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

So the 1000 F1 race of all time has been and gone but in all honesty it was a pretty boring race. Ferrari seemed to be in the same frame of mind with team orders, once again making the mistakes of previous years. Alexander Albon did an incredible job after starting from the pit lane but clawing his way back up into the points.

The BTTC has now started however and that always seems to entertain and provide the action that the F1 races lack. It was nice to see team WSR running the new 3 series for the first time and I can't wait for them to get that car dialled in. Thruxton adds a second round this year after the closure of Rockingham last year, hopefully I'll be able to drag Dad along to a round there this year. Hopefully the roasting hot sunshine will join us on May Bank Holiday in the same fashion as the Easter Bank Holiday. That should make setting up, marshalling/ competing and packing away a lot easier. On that note if you can spare any time at all, even only half an hour, on Sunday to help pack away the venue it would be a great help, as they say many hands make light work.

Featured on the front cover is Ian Ingleheart pushing hard at the Portreath Sprint. Photo Courtesy of Howie Fowler.

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

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Chairman's Chat

Greetings, slightly short version this month (apologies) due to work and several things being worked on at the moment, but fear not it'll be back to full strength next issue!!

The main event in our clubs calendar Werrington is nearly on us. So here is the plea:

WERRINGTON NEEDS YOU!

We have 11 posts plus start and finish to man. That's about 28 marshals needed. Please support your club and the flagship event by marshalling. We even give you lunch and a marshals bar-b-q on the Saturday evening. Please contact chief marshal Rich Brooks for any details. Don't forget we are requiring some help in setting up and packing away the event so if your free on the Friday and/ or able to stay after the results on Sunday we would really appreciate it.
Don't forget if you need or would like to talk to me, for either PMC business or something you'd like raised at our regional association (ASWMC) please don't hesitate to contact me email is: chairman@plymouthmotorclub.co.uk or 07867 86094 is my mobile number. My door is always open.

Jay Brown

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Werrington - the panic starts here!



It's nearly Werrington weekend, time to start panicking! Have I organised/arranged/covered/done everything? Probably not – same as always!

Yes, I hope that you get this before Werrington weekend as I'm pleading for your help with setting up on the Friday – from 09:00 down in the farmyard, Barnies pasty supplied free for lunch and good company all day – and clearing up on Sunday evening – after the event for a couple of hours or as long as you can spare. I live in hope that one year we will once again finish early enough to stop off in the White Horse pub for a well-earned drink paid for by the Club. Pigs may fly!

Seriously though, the event is comfortably full, and has been for a week or two. As far as I can tell everything is booked and, in some cases, paid for. Duncan, our star telehandler driver, is ready and Alf has been out and made sure that the cattle grid fixing bolts are good. The sausages & beefburgers are ordered and Keith is looking forward to the massive task of cooking them all on Saturday evening. Jen and Rich have got married and are looking forward to a second weekend of matrimonial harmony. All of the Plymouth drivers who went to Portreath sprint (except Ben Bonfield) emerged unscathed at the end of it. So all we need is you to come and join the party, see the paragraph above for details…

The other plea that I have is for marshals for the weekend, Rich has been twisting arms recruiting marshals and tells me that he could still do with some more to make the load easier so, please please please, come along and help out. If you do come and marshal on Saturday there's a free barbeque for you in the sunshine on Saturday evening – see the paragraph above for details…
Hopefully that's enough grovelling for one year – see you at Werrington!

Peter Locke
Event Co-ordinator and general dogsbody

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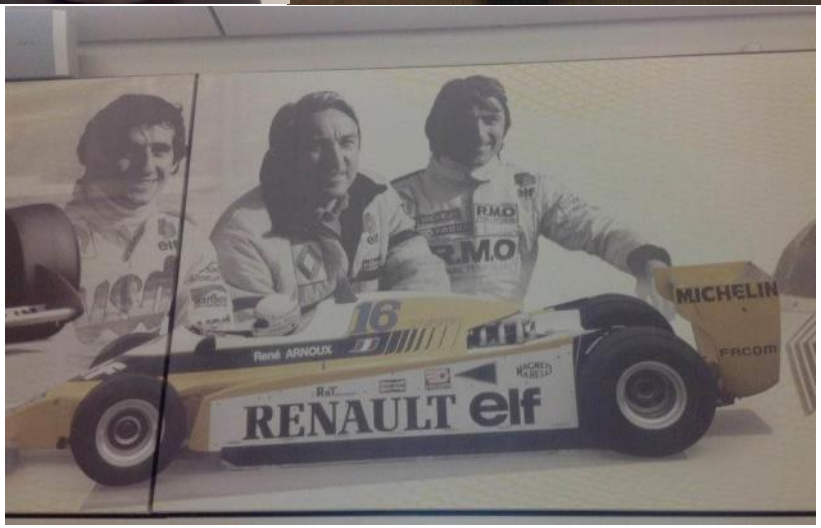
MICHELIN
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René ARNOUX
RENAULT elf

How many people do you need in your race team?

Ever been within touching distance of a current season Formula 1 racing car? I think I have – but can't be sure! Read on if you want to know why I'm not sure. At the Awards Presentation Evening, John Sluman was discretely "presented" with an extra "award" by Keith Harris – a no-holds-barred, access-all-areas visit to the Renault Formula 1 premises. Keith has been arranging these visits for a group of four marshals per year for many years and kindly invited me too. It's a long way for someone to travel on their own don't you know? So, last Saturday, John and I made our way up the M5 and met Keith and a couple of marshals from Shelsely Walsh at junction 6 for a trip down the A44 to Enstone and Renault F1. After Keith negotiated our entry with Security we parked in a large, nearly deserted car park and went into a modern office reception to meet our guide, Martin Cummings. Martin has worked there since it was Benneton so knows lots about what goes on (and has gone on!) at the ever expanding site which currently has around 700 people working there.

After a look at their design office – modern, swish and deserted on a Saturday but housing 100 to 150 people during the week – we had a look at their operations centre which is staffed on race weekends and allows the factory people to become part of the trackside team. They can talk to the mechanics, other pit crew and (if they are privileged enough) to talk to the drivers too. Each comms unit had 8 or 10 channels in it at £1000 per channel and there were 24 desks (3 rows of 8) in the room. Do the maths for yourself – it's an expensive business F1 racing! Each desk had two screens on it with a wall of monitors at the front of the room – think NASA mission control and you won't be

far from what it was like. Apparently there are some "visitors" chairs down the sides of the room where people from the site are allowed to come & sit to feel that they are part of the team. It's all about "Employee Engagement" apparently!

We then went downstairs to the garage area to see some cars, two of which I think were the 2019 race cars (hence "I think" above) and several were "experience" cars that they allow people to drive at various circuits. We were told that there are 3 types of cars on the site, race cars, driving cars and exhibition cars. With the obvious exception of the race cars most of the cars are "hybrids", i.e. they are made up of bits from cars of different vintages bolted together to make a car that, to the untrained eye, looks like a Renault F1 race car. Not even Martin could always tell if a car was a hybrid or not. The car that caught our eye most though wasn't a real race car at all but one that was made out of multi-colour "hi-viz" 3D printed plastic. This is the model that all new parts are tried against to see if they fit before they are made in metal and fitted to the real race car. No pictures was the order of the day here so John couldn't record the psychedelic-ness of it.

All of the fabrication areas, 3D printing, CNC machining, wire cutting, carbon fibre manufacture, are kept at 21 degrees Celsius so that all of the parts of the car will fit together correctly. They are also spotlessly clean! Even the "dirty hydraulic room" was clean – so clean I couldn't tell the difference between the dirty & clean rooms! The only obvious difference was that people were wearing gowns and shower caps in the clean rooms which have air cleaning to a standard found in semiconductor fab plants. Many parts are made by sintering or "additive manufacture" – 3D printing to you & me – we saw a suite

of machines quietly making metal parts and were politely asked not to touch them as any movement isn't good for the manufacturing process. What isn't made this way is made in the machine shop, a dozen or more 4 year old CNC machines which are due to be replaced in the Summer. The old ones are sold to the Russians or the Chinese who apparently queue up to buy them.

The 10 MegaWatt fan motor for the wind tunnel is big enough climb inside of, something that is done on a regular basis to keep it clean and to change the motor brushes, and was allegedly fitted the wrong way round on the first attempt. The wind tunnel itself has a rolling floor made of stainless steel as, apparently, the carpet type material that was first fitted was worn out in less than one season. We also saw the on-site "super computer" that drives the Computer Fluid Dynamics (CFD) software that is used to model air flows around the car before it is built. There was somewhere about 50 racks of computer servers in an underground "building" built to minimise the visual impact of the site. This was one of the most powerful supercomputers in the UK when it was built nearly 10 years ago. I think that Martin said that it was rated at 50 TeraFlops.

There's loads more that we saw in a packed 4 hour visit that I've forgotten for now but maybe I'll write chapter 2 later in the season. John and I agreed that he would share some of his pictures and I would write a few words as a thank you to Keith for arranging the visit and to our guide, Martin Cummings, for his time and sharing his knowledge. Martin, if you're ever near Launceston on the first weekend in May I'd be delighted to show you around Werrington Park Hillclimb but it's nowhere near as exciting!!!!

Peter Locke

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