Spotlamp



Photo By Howie Fowler

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Plymouth Motor Club Diary 2019

May 2019		
24th		Ford Cup 12 Car Rally More Info TBC
June 2019		
14th		Scatter
15th/16th		Le Mans 24 Hour
16th		Morwellham Quay Classic Car Show
16th		BHP Fuel Fest Westpoint Arena Exeter
28th		12 Car Rally

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 Park Hillclimb 2019

A huge THANK YOU to all Plymouth Motor Club members that came and marshalled at the 2019 Werrington Park Hillclimb, and an even bigger THANK YOU to those that helped on Friday set-up and Sunday evening take down.

Around 34 marshals enjoyed the action on the hill on Saturday and around 30 on the Sunday had the best of the weather.
The refined use of a telehandler is making set up and take down much more cleaner—but many hands still make light work of the rest of it. Plenty of room for people to help in 2020. Thanks again, Richard Brooks, Chief Marshal.



Editorial

Werrington, what an absolutely brilliant weekend. I won't chat about it because everyone else has covered what I would say in the articles in this magazine. There are also some very nice pictures courtesy of Howie Fowler, although I will warn you they are very Escort heavy.

With the weather being so nice on the Saturday of Werrington I decided to go for a little drive in the evening. Music playing, sun shining and some lovely sweeping roads felt like I was in the South Of France not Cornwall. I must have completely lost track of time however because before I knew it I was only 3 miles from Bude and approaching the Devon border. I spotted a sign for Widemouth Bay and thought it would be cool to get some photos of the car by the sea. Off I went down some 12 Car roads although these were slightly wider, I drove for what seemed like quite a while but then all of sudden there it was. An amazing sunset and the sea, just need to find somewhere to park up. I headed for a car park on the hillside and just as I arrived in pulls a Ferrari 458 Spider in which the couple were taking there dog for a walk as you do. So that was my Saturday evening.

Featured on the front cover is Andy Hamlyn pushing hard around the 90 Left, unusually for Andy he's not sideways with one hand on the steering wheel and the other in the air. Photo Courtesy of Howie Fowler.

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

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 2019©

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Chairman's Chat

Werrington, 2ND year in a row of dry sunny weather! Well done and huge thanks to Team Locke and the helpers who set up, packed up and ran the event; to the marshals who gave their time to stand on the hill in the sun. This was the first year (for a few years) that I wasn't involved with the organisation or running of the event so Saturday gave me chance to sample the atmosphere as a "spectator". It also gave me, ably assisted by Elizabeth and Chatty (our beloved Irish Staffie), chance to chat to our competitors and thank them for supporting the event and the club. On the Sunday we welcomed the Motorsport UK Chairman David Richards CBE to the event. Unfortunately snow at Spa delayed his departure so arrived a little later than originally hoped. I do need to say thanks to Pete Locke for organising landowner's permission so David could land his helicopter at the venue. Whilst waiting for the batch to finish so we could then descend into the lower paddock, David spent time chatting with competitors and the marshals. When we got to the bottom paddock (and after a "Kelly's" 99 ice cream) David took a great deal of interest in the variety of competing vehicles, chatting with drivers which the competitors loved! It was nice to hear the amount of praise for the event and the club from Mr Richards (he loved the venue as well) so a very big well done to the organising team and all who helped on a fantastic job.

The Chairman Charity recipient for the last couple of raffles at the Dinner & Dance awards was Devon Freewheelers. This taken from their website "Devon Freewheelers Emergency Voluntary Service (also known as the Devon Blood Bikes) are a team of volunteer GMP

trained Riders and GMP trained Drivers, Call Handlers and Fundraisers who are dedicated to providing a 24 hrs a day 7 days a week service, supporting the NHS in delivering essential whole blood, blood & other medical samples, medication, patient notes, medical equipment, tissue samples and donor breast milk to hospitals, air ambulances and other NHS establishments and even to patients homes throughout Devon."

I am pleased to report that £463 was raised and Christine Pearce our Treasurer has passed the money on. A copy of the donation certificate is printed in this mag.

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

Watergate Bay Hillclimb, The 2019 event planning is well under way. Neil Gould is the chief marshal for the event and will no doubt be asking for marshals in the not too distant future. The date for the diary is September is 14th and 15th of September.

Boconnoc as you may or may not have heard is unfortunately not running this year and the organising committee of Plymouth, Camel Vale and South Hams has been disbanded. I believe a "press release" will be sent out shortly (if it hasn't been already by the time you read this). For the stage rally fans amongst us it is very disappointing to lose another event, with the Brean not running this year and the Somerset Stages having a rest. However there is a rumour that there very well may be a stage rally in Cornwall on the same date to compensate. More news as we hear it.

Plymouth Motor Club will be attending some events again this summer with the gazebo, banners and flags, to promote the club and our activities and remind people

we are still here So far we will be returning to the Yealmpton Show, Oakfest, possibility of the Mount Edgecombe Classic car show and as part of the Cornish Motorsport Month (as we are co-promoters of the Watergate Bay Hillclimb) we have the option of stand space the Cornish Motorfest at the end of August.

Jay Brown



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Werrington Wind-down

It's over! After a few hours of hard graft and panic Werrington 2019 has come & gone. Many, many thanks to those who came & helped set up on Friday and clear up on Sunday. I could list you all – it wouldn't take long after all – but I'll spare the blushes of the rest of the Club who failed to muster. Having said that, it was good to see you all and to catch up with what you have been doing since we met at Werrington 2018 and I look forward to seeing you next year!

In case you haven't heard, we had a couple of fairly major incidents on Sunday afternoon which curtailed the event to one event run. I did hear one driver complaining to anyone who would listen that it wasn't fair that the meeting had been cut short – pretty dumb in my book when both incidents were mostly attributable to driver error but that, as they say, is life. However our safety arrangements stood up to the test and made sure that the drivers weren't seriously hurt.
Sunday afternoon was further enhanced by a visit from David Richards who dropped in for a couple of hours. I hope that those of you who had time to speak to him enjoyed the experience, unfortunately I was dealing with the aftermath of one on the accidents and only had time to shake his hand and run off. I'm sure there'll be another time!

Finally, thanks to the rest of "Team Locke" who ran around all weekend keeping things moving, Keith & Robert Selley who looked absolutely k*******d by the end of Sunday, Chris Pearce who sorted everything when all looked lost and John Sluman without whom the broken tyre bales would never have been repaired.

Normally at this time I would unveil the next year's colours but they are still to be decided i.e. we've forgotten to sort them out, so here's a last look at this year!

Peter Locke
Event Co-ordinator and general dogsbody








JNC 844N




77A
SU51 PSN


78
S92 HGC


WK52WLY


63
Family Butchers


21
GTA
35V


76
B33E AD


OTK 306S

Will we actually be able to drive this beast?

Almost two years ago, Vince and I had a conversation that went like this…

Him: So, do you fancy turning the Integra into a turbo beast that can beat a record that has stood for over 80 years?

Me: Sure!

We had no idea how crazy this would turn out to be.



Vince has been driving his Acura Integra in hillclimbs for a few years and has been very successful with it. I joined him driving the car in 2017 and we both had a lot of fun driving it – and ended the season joint second in our class. The problem is that the newer stock turbo cars around now have way more horsepower than the Integra can ever make.



We (well Vince actually) did a ton of research on the specifications we would need for everything for this crazy build. Obviously, this would include what turbo to use, but this also extended to engine modifications, cooling, electrical and drive train upgrades, a much larger exhaust, and choosing what wheels and tires to use.

We decided that the first thing we should do was to get a really strong roll cage put into the car as we only had a rollover bar before. Making the car as strong and safe as possible would be absolutely imperative if we were really going to attempt the record.



Next, we set about rebuilding the engine with lower compression pistons, changing There cams and adding variable cam timing adjustment, and fitting a much stronger clutch assembly. was also a bunch of work we had to do on the car itself – upgrading the driveshafts and brakes, and fabricating and entirely new cooling system for both water and turbo air. This kept us quiet for quite some time…



At this point we had to hook everything up – all the mechanical connections, then water, air, vacuum, electrical, and hydraulics. We had problems getting the car to fire up the first time and found a variety of



errors and leaks that needed correcting. However, we persevered and one by one figured all of the issues out. A couple of heat cycles and an initial break in of the new engine put us in the right place to take the car for its tuning session.



We were both positively terrified hearing our tuner run the car up through the rev range to impossible levels… we were both praying we had not forgotten to torque anything up during our nearly two-year build!

After a few hiccups and a couple of schoolboy errors on our part (I won't mention the blue rag somebody forgot to pull out of the turbo inlet when we fitted the air filter), the tuning went really well and we managed to get 375HP at the wheels.

That is a ridiculous amount of power – more than twice as much as we had before.



The next steps were to basically cover up all of our handiwork… Fitting a new hood with air vents, new front fenders, and a new front panel which we had to butcher severely to get everything to fit under it. And we had to do it twice –

once with the old panel using it as a pattern, then again with a brand-new front panel.

I cannot begin to explain how many hours we spent in the garage fabricating pretty much everything from scratch… all weekend, every weekend, for the whole winter – two years running. This is NOT for the feint-hearted!

However, it is an amazing feeling knowing that we created this car – by ourselves – in our garage at home. The next step is to test drive the car at a track day, and see how it handles.





I must admit I am positively terrified to drive this beast… I have NEVER driven anything with remotely as much power as this, and how the car will react to putting the power down on the track is anybody's guess.

So, with fingers very firmly crossed and butt cheeks firmly clenched – we will go and try it out… carefully.

Stay tuned for the next installment on how the track day goes and a look forward to our first race in Turbo Teggie!

Eli Sharp

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