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Webmaster	Mr James Ellison **webmaster@plymouthmotorclub.co.uk**
Honorary Club Chaplain	Rev. Kenneth Wakefield
Club Safeguarding Officer	Adele Selley/Dr S Hateley

Plymouth Motor Club Diary 2020

All Events Cancelled Until Further Notice Due To COVID-19 Pandemic

Provisional Series Dates 2020

Scatters:	12 Cars:	Autotests:	Comus Cup:
13th March,	27th March,	To	10th April,
12th June,	24th April,	Be	8th May,
9th October,	29th May,	Announced	10th July,
13th November.	26th June,		11th September.
	31st July,		
	25th September,		
	30th October,		
	27th November.		

Editorial/Chairman Chat

Firstly, thank you to all the kind messages after being elected as Chairman. I didn't expect my first decision in this role to be cancelling all events for the foreseeable future and neither did I see myself along with the rest of the committee making the difficult decision to cancel Werrington Park Hillclimb 2020 as well.

The decision was made easier by Motorsport UK announcing that it was cancelling all permits until at the earliest the end of April which would be only a couple of days before Werrington was due to take place and with the current situation it looks very possible that this could be extended further into the year.

Moving away from the topic that is centre stage at the minute, I'd like to set up the direction I would like to take the club in whilst Chairman. Evolution is the word I'd used to describe it.

Building on the amazing history of the club whilst simultaneously bringing it into the 21st Century, this has already started with the integration of Facebook & Instagram. Online Payments are on the way as well, Event wise I want to ensure that Werrington, our flagship event, is constantly improving as it has done over the years but also that we have a strong set of Grassroots events that are well supported including 12 Cars, Autotests, Treasure Hunts, Comus Cup and possibly Trials.

Social Event wise, I'd like to build upon the Wheels & Meals event started a few months ago as well as introducing

regular social activities that the whole membership can get involved with.

This is where you come in, have you got an idea for a social event or would you like to run one yourself. Please contact me and we can discuss your idea and hopefully add it to the calendar for everyone to enjoy.

That's my plan for the club and I can't do it alone. We as a committee need your help to push the club further than it has ever gone before, who says that we try and hold a record number of events ? Or get a record number of entries ? Or award a record number of awards ?

Firstly, we've got to get out of this isolation situation and get motorsport reinstated. So please stay safe, look out for each other, work on your cars, prepare your driving talent and get ready for fun, laughter and smiles all round.

Until next Month, Goodbye.
Rob Selley

PS: A big thank you to Brian Benson for holding the position of Caretaker Chairman and doing a sterling job in keeping the club and committee together.

Lord Chanter has also agreed to help with the magazine from time to time so sometimes he might do the waffle for the editorial, although he has contributed a novel for this month for you to enjoy whilst isolating.

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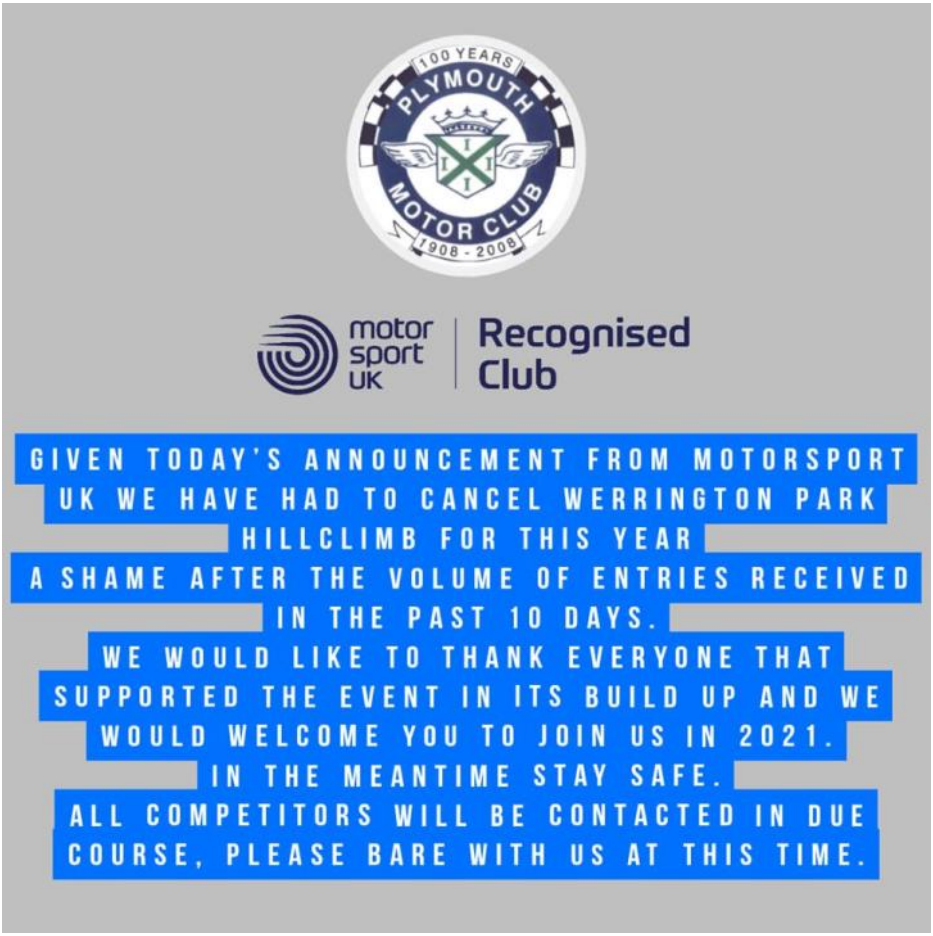

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Honda Rallying – Bovington Stages 2020

AKA a split personality.

I've been quite quiet recently, of the written word at the least, some might disagree that I'm never quiet, but I've not sat in front of the laptop and typed furiously for what seems like an age. So here I am. Sitting at the laptop, typing. Furiously.

Since my last update I've crashed the Honda and repaired it, and then crashed it again and repaired it, and all that from 2 rallies. Its amazing how many things there are to hit on rallies, others seem to manage to avoid things, but its also amazing how much fun you can have on rallies. I spoke with someone today over how many bottom arms, bumpers and other spare parts I've had to replace since I started rallying the Honda, and it took a bit of thought to work it out, but at the same time I also thought that there was one thing that I hadn't had to replace and that was my smile.

My season last year in part due to holidays, a general lack of local events, and some damage incurred, ended with the July Wildlife stages at Smeatharpe. To cut a long story short, as in reality, its yesterdays news, I was fortunate to have my good friend and experience stage rally navigator Nickie Ferris (shhhhh she's Cornish) navigate for me on the wildlife, something I had asked her about some time ago and she gladly agreed to enjoy a spin in the Honda. She doesn't get to sit in many "proper" rally cars so I can imagine her excitement. She must have been buzzing. Oh lucky her.

Back to the long story short bit, we crashed, those of you

familiar with Smeatharpe will know the concrete blocks behind the cowshed, we hit those, it was a damp event (British summertime apparently) and naturally in the area of the cowshed, there was some naturally attributed cow debris on and across the stage, we got on that unfortunately before I got on my brakes, the cow debris won, and I had no steering or no other anti speed technique or for that matter talent that was going to help me get around the next corner, and we were in the barriers before you could reach out and pull a cows teat. It's a dairy joke, no offence to cows in general, I love cows, they make the milk that powers my chocolate. In this instance they made the cow debris, that will never power my chocolate.

Whilst from the inside of the car as we carried on there was some superficial looking damage, overall we thought we had got away with it and managed to continue around the stage, turning right wasn't such a good experience as we had bent a bottom arm on the left, but generally everything worked, as we approached the stage finish I was starting to think that the impact was light as no one was pointing at the car, as I said that, everyone turned and pointed, so the damage was a bit more obvious seemingly. On entering the service area a team of very willing people leapt on the car and started stripping what was left of the navigators front wing and bumper off and beating 10 bells out of the bottom arm to improve the steering, whilst Nic and I stood back and looked professional. Looked is one thing, professional we were not. The team basically beat the damaged car back in to shape and we were ready to go again, lots of panel damage to the navigators front corner (where else) but nothing to stop us from cracking on with the event. A top job by a team who just stepped up and helped out. The what you call motorsport.

The rest of the day went without drama, other than at one point I had a strong smell of petrol in the car, only to realise that Nic was painting her nails as we went around the stage, we have a great connection, and the entire nail varnish moment made sense to me somehow, as I laughed around the next series of corners. She also could tell jokes, and as we flew at what I thought was high speed through a chicane to an over 90 left, Nics instruction was "whats a dogs favourite pizza", to which I replied WTF are you talking about, apparently the answer is "Pupperami". I think it's a Cornish joke. We came, we saw, we hit, and we actually won a trophy for 3rd I believe in the end. It was fun, I enjoyed sitting with Nickie in the car, we get on well and it was a great event, other than hitting things.

So, wind the clock forwards 9 months and I found myself loading the Honda for another rally. In the meantime I had fixed the Smeatharpe damage, mostly superficial to be fair with some minor inner wing squashing requiring a slide hammer and some clever use of a bit of heat, some new "same colour" panels from a breakers yard, a bumper and a few minor bits underneath, and hey presto the Honda looked as good as new. Some mechanical works including some revisions to my hydraulic handbrake as it was rubbish seem to have made it better, and some general maintenance for the MOT in the way of ball joints etc and we were ready to go.

The first weekend in March saw us head East for the traditional 2 day Bovington Stages held unsurprisingly near Bovington in Dorset and based on the tank testing grounds attached to Bovington camp. It was here we were headed, with Simon Heywood in the hotseat in my Honda, and joined by Ben Parker navigated by on what was his first stage event by none other than our new club chairman

Rob Selley, out for the first time in Pinky for about 18 months whilst Ben grew up (not actually up as hes already up there, but he aged, turned in to a semi responsible adult) and Jody and Ben invested in bricks and mortar and put a roof over their heads.

A typical start to Bovington saw us travel up to the accommodation at Warmwell in Dorset dropping the two cars at Bovington first overnight before scrutineering early on the Saturday morning, at Warmwell we did the usual eat too much drink a fraction too much before settling in to one of the Parkdeans best lodges, complete with no heating, and massive gaps around the doors, defos in need of some updating for the future. Trip advisor saw my furious typing before this article did.

Saturday morning came and 7am we were in the scrutineering queue being looked after by John Cooper and his team of Cornish experts, no issues here so we set up camp in the service area under the awning, Sam and Jody took care of drinkies and sausage sarnies and the crews started to look upwards in to the sky trying to understand what the weather was going to do, the forecast was world changing floods especially in the Dorset area so we had all brought plenty of wets, the weather was wet, but not Noah wet, we all went in to the first loop of stages with wets front and back and felt generally it was the right choice, by the end of stage 2 the rain was still around but there were vast tracts of dry stage, so I opted for medium dry weather tyres on the front and hitting stage 3 it felt good.

Feeling good is a bit of a problem for me in reality, it Inspires me with confidence that all is good in the world, and that world surrounds a certain silver Honda. As we went out on stage 3 all was good, there were plenty of wet bits, but

the car felt good, running at car 14 on our second lap we were being caught by the front runners, so we kept out of the way and let them fight their own battles, well in to the stage we were following one of the quicker escorts through a chicane, he clipped it and we clipped it, the ABS light came on and the car felt odd, so we did 100 yards or so carefully, the car felt fine and we carried on, at the next very fast right hander at something approaching 95 – 100mph the back end of the car overtook the front end rapidly, and Simon and I were passengers, we spun 540 deg luckily staying out of the trees to the side of the stage and stopped facing up the stage the wrong way, but in one piece with no evident damage other than a change of underwear required imminently, so we carried on. Sadly, and we are still not sure if its related to the spin, we had developed an engine misfire at 5500 RPM which I instantly realised was the VSS (variable speed sensor) on the gearbox, as I had one fail on me before, I don't carry a spare as apparently they never go wrong, it basically stops the engine from revving higher than 5500 when its stationary, so when it fails the ECU thinks the cars stationary so therefore limits the revs, despite us actually moving. A nightmare in a car that doesn't wake up until 5000 RPM although it was intermittent and did occasionally give us the full 9000RPM the engine will gladly give.

Sadly with 3 more stages to go on the Saturday we were going to struggle, I knew we could get another for the morning by returning back to Plymouth but we still had the 3 stages to run, which meant we were dropping over a minute a stage and losing some of the fun factor.

Stage 5 nearly put an end to that, the fault was intermittent so every so often the car woke up, on stage 5 approaching the fastest double aspect chicane on the

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northern side of the stages, the car woke up, I got very excited, as you approach the chicanes, there is a slight crest where you brake from well over 100mph before the chicane, in the dry you can leave your braking quite late, in the wet you can hit the chicane instead, stage 5 saw me skid right in to the chicane knocking the stage furniture apart and hitting a large 1000 litre plastic and steel water container, luckily it didn't have water in it, and it bounced out of the way leaving us to crack on with the stage, as we drove on it quickly became apparent that the temperature was rising and warning lights were starting to flash, the radiator was damaged and the temperature gauge was right off the scale during the last half of the stage, we continued to the end and the car stalled and wouldn't start, a short push down the service road and we stopped at our service area, let it cool down and started the engine, it seemed to run ok and seemingly no serious damage other than a missing grill, a leaky radiator and a VSS needed, so the original plan was to drive home, miss the final stage and get the parts, taking a max on the last stage.

And that's were we got lucky. First, Ben Parker was under his car stripping the exhaust off the car, he had broken his exhaust beyond patching it up, and you cant continue with a noisy exhaust, and as he was in 3rd overall in Pinky, he was keen to get it fixed. Lucky for both of us the 6th stage of the day was cancelled early on due to a car fire in the stage, so neither of us were to get a maximum time, Ben was still in 3rd at the end of day 1, we were still running but shall we just leave it as we were not on a podium position. Ben decided to drive home and repair it as there were very few other options. On one hand I could have gone with him and collected my bits at the same time, but on the other hand I could stay at the accommodation with the rest of the team and keep team spirits high, while

Ben and Gary Senior drove home and could then collect my bits as well, on my behalf. They don't drink beer anyway so it was agreed (I thought it was a good idea anyways) that they would go to Plymouth, and I would drink beer with the rest of the team. I'm a team player, it was tough but I was willing to do it. Team motivator, that's me.

Eventually, and it seemed like ages, Ben and Gary returned from their close to 300 mile round trip just as we got back from the bar after our beer and meat combination, no idea what took them so long, some cock and bull story about welding and wire and help from others, but they returned triumphant with a repaired exhaust, a new VSS and radiator for me, plus a pair of wing mirrors as well for my car as I had smashed both of those earlier in the day as well.

Sunday morning dawned unusually sunny, despite the forecast it was glorious, 8am and we had an hour to fix both cars, simple enough really and by 8.30 we had two Hondas ready to go, enough time for a cuppa and chill before stage 7 of the event. With Ben and Rob in 3rd overall, a truly remarkable result so far, it was all to do and the plan was to keep doing what they were doing, for us, we were down in the tail end of the field running in something like 26th after being reseeded, but with the new bits on the car all seemed well, the severe overheating from day 1 didn't seem to have done any damage and we were all off in to the stages again, drys on the front for everyone.

Our EP3 Type R Honda was running as it should once again and we were having a blast, Ben and Robs EK9 version Honda was going well and keeping them in 3rd overall. The rest of day 2 continued much the same, the stages were dry, there were minimal dramas and both cars were

running well, we had clawed our way back to the mid teens, Ben and Rob were reasonably secure in 3rd overall, everyone was happy.

Earlier I said that luck was on our side, when I say side, traditionally that's an expression of one side or the other, you know the sort of thing, port and starboard, drivers side, passengers side, perhaps even left side and right side. These definitions aren't that important in daily life really, I mean who cares if there is a man with a red umbrella on the left, or the seagull is on the starboard side, its just a guide really, isn't it. Anyway back to the stages. Stage 9 to be specific. The first of the loop of long stages late in the morning on the Sunday. 2 stages with 3 laps, in the region of 10 miles for each stage. If you like that sort of thing. Its not for everyone apparently.

5, 4, 3, 2, 1 Go and we were off in to the 9th stage, Simon concentrating on the maps and me looking out of the windows at the passing scenery, its something that Ive always done, frequently more interested in whats happening out of the car than in. Its stood me in good stead, Ive seen some wonderful views on rallies. One corner followed another and we approached what we call the horse shoe, very fast open hairpin left, followed by a close to flat 45 ish right over a crest and down hill, Simon was on point and we were flying. I was listening as it was actually quite useful to have an experienced driver as a navigator, giving me the benefit of their experience as a driver, telling me to go faster here or to reign it in when needed, how to attack chicanes etc, so a real bonus having that advice. As you crest the 45 right its very fast and we were heading towards the split, as we passed the split I noticed that despite being on lap 1 going to lap 2, the split board pointed us to lap 3 as we were heading right, left would have been

more appropriate as that was the correct route, right was cutting the remaining 2 laps out of the stage sadly, meaning that in reality missing a split gives a crew a maximum on the stage.

We have all done it (put your hand up if you haven't) and at the end of the day we have 2 things to direct us around the stage, which are the stage plans and the stage signage. The navigator uses the stage plans and the driver uses their eyes to check the signage, stage 9 at the split neither of us got it right, and we went right instead of left. As a team, we went the wrong way, it truly does happen and you cant beat yourself up over it, as its just one of those things. A max was taken, Simon was depressed for a brief period, and took solace in a can of Sol we had in the fridge, but life went on, no one was harmed and we still had a blast in the stages. We all poked Simon because he held the map, and we will continue to poke Simon for years to come, but If I had read the sign as we approached it, then I would have gone left, so in fairness, its Simons fault and Im just trying to make him feel better.

Stages 10 – 12 were a giggle from the start to the finish, its why we go rallying, to have fun, we pushed on around the stage, we even got overtaken by one of the latest generation of 1.0 turbo R2 Fiestas who easily passed the Honda in full flight, and then immediately crashed in to the stage furniture after losing control as he entered the next corner far too fast, so we were in front of him again. We crossed the stage finish of the 12th stage and we did a bit of back slapping, not because we had finished well but because it had been fun. A good result is always welcomed, but at this level if your not having fun then you should rethink why your doing it. Its easy for me to say as I don't get good results, but I do have fun, ill work on the results as I sort my talent out.

Congratulations for the weekend go to Ben Parker and Rob Selley who managed to hold their 3rd overall, Pinkys first podium finish and well deserved considering the 18 month break from driving and Robs first time on the maps. Overall a great event, its what rallying should be all about, just perhaps next time with less problems.

Massive thanks to Gary Parker, Jody Excel and my beloved Sam Richards for supporting us all while we played games in the cars, and thanks to Bournemouth and District Car Club for putting on another fantastic event









Piccies from rallygallery.com
Bovington Stages 2020

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RECORD-ENTRY MARINA TROPHY TRIAL GOES TO TRURO

A RECORD entry of 56 competitors signed on for Plymouth Motor Club's annual Marina Trophy production car trial, which was held at their popular Hemerdon Mine site.

The start was delayed for an hour in the hope that the rain might ease but it persisted until lunch time. When the first cars attempted to run through the sections many found it difficult to maintain traction even between the sections.

A close-fought battle soon developed between the Minis in the front-wheel-drive class with the more powerful Cooper S types of Brian Benson, Denise Nicholson and Jon Lloyd finding the slippery conditions an embarrassment, so much so that as Brian powered his Austin Cooper S up the steep section four his car slid helplessly off the track and almost rolled over down a 10ft high bank.

WINCHED BACK

It took 10 marshals and a winch 40 minutes to get the car back on to the track, delaying the event even more and forcing the organisers to cancel the section when another car did the same thing.

Keith Gorman and Peter Crewes, in their 998cc and 997cc Coopers respectively, swopped the lead position several times but at the final section Peter was ahead by four points.

Offering a very close challenge in the same class were Chris Taylor, 998cc Cooper, and Roger Jenkin in his standard 850cc Mini, driving in only his second competitive event. After fierce competition between these two they drew, only three points behind Keith Gorman.

A large number of now almost veteran Ford Populars dominated the over-15in rear-wheel-drive class and Stewart Martin (Holsworthy) led all the way.

As always, the Hillman Imps in the rear-engine class provided the most spectacular action of the day as their front wheels spent most of the time airborne. It was in this class the eventual trophy winner emerged. Richard Uren (Truro) put up a fantastic performance to gain only seven penalty points against the class average of 26, driving his 998cc Imp.

His wife Barbara, driving the same car, managed a second in class position with a total of 20 penalties, while Roger Hoskin, of Wadebridge, won the class in his 998cc Imp.

Coming close to winning the main award was Roger Bricknell, skilfully driving his now famous 1,500 cc Ford Anglia van in the rear-wheel-drive grip tyre class. His only challenger was another Anglia van driven by Roger Cloak (Holsworthy).

The only clean sheets of the event came from Camel Vale Motor Club members Ian Bolton and Tom Irons, competing in the specials class.

RESULTS

Marina Trophy — Richard Uren (Truro), Camel Vale MC, 998cc Hillman Rallye Imp, 7 penalties.

Class I, front engine, rear-wheel-drive, up to 14in wheels, standard tyres — John Corkill (Looe), Plymouth MC, 1.221cc Fiat, 45. Class II, front engine rear-wheel-drive, over 15in wheels, standard tyres — 1, Stewart Martin (Holsworthy), Holsworthy MC, 1.172 Ford Popular, 24; 2, John Toms (Lanivet), Camel Vale MC, 1.172cc Ford Popular, 32. Class III, front-wheel-drive — 1, Peter Crewes (Plymouth), Plymouth MC, 997cc Mini Cooper, 38; 2, Keith Gorman (Plymouth), Plymouth MC, 998cc Mini Cooper, 42; joint 3, Roger Jenkin (Plymouth), PMC, 850cc Mini, Chris Taylor (Plymouth), PMC, 998cc Mini Cooper, 45. Class IV, rear engine, rear-wheel-drive, standard tyres — 1, Roger Hoskin (Wadebridge), Camel Vale MC, 998cc Imp, 18; 2, Barbara Uren (Truro), Camel Vale MC, 998cc Imp, 20.

Classes V and VI (merged), rear-wheel-drive, grip tyres — 1, Roger Bricknell (Bodmin), Camel Vale MC, 1.500cc Ford Anglia van 10; 2, Roger Cloak (Holsworthy), Holsworthy MC, 1.500cc Ford Anglia van, 15; 3, Greg Thomas (Bodmin), Camel Vale MC, 875cc Imp, 22. Class VII, specials — joint 1, Ian Bolton (Newquay), Camel Vale MC, 1.172cc Bridges Special; Tom Irons (Wadebridge), Camel Vale MC, 1.172cc Cannon Special. Inter-club team trial — 1, Camel Vale A team (Roger Bricknell, Richard Uren, David Taylor, Ian Bolton) 16; 2, Camel Vale B (Dave Keat, Roger Hoskin, Greg Thomas, Tom Irons), 26; 3, Holsworthy MC A (Stewart Martin, Roger Cloak, Ken Prance, Harry Hobbs), 38.



Don Statton's Clan Crusader.

MOTORING

Clan Crusaders lead way in Hemerdon Hill climb

THE PLYMOUTH Motor Club's second speed hill climb of the year, held at Hemerdon Mine, ended with yet another outright win for a Clan Crusader but this time with Don Statton behind the wheel.

He produced the fastest in practice with 23.38sec, closely followed by yet another Clan Crusader driven by Gary Morse with a time of 24.26 sec, who, at the last meeting, put up the fastest overall time.

Third in practice was Plymouth MC's Nolan Pitts, driving his circuit racing 1293cc Mini-Cooper S, a car not really suited to the Hemerdon hill.

Intense competition developed in nearly all classes, and Class 2 was no exception, with PMC's Mick Pearse eventually taking the first in class award in his new 998cc Mini with a time of 25sec.

Pitts and Torbay MC's John Symons swopped the Class 3 lead on several occasions, driving their immaculate 1293cc Mini-Cooper S's. Eventually Pitts stretched out a 0.4sec lead to win him the first in class award and fourth fastest overall.

The rallying Mini of PMC's Peter Crewes for a time dominated class 4 and indeed was nearly two seconds faster than his nearest rival with a time of 24.60secs, but the threat of Jack Peat's turbo-charged Hillman Imp van eventually managed one trouble-free run to win the class with an impressive run of 23.88secs.

In the small sports car class a real battle developed between Don Statton and Gary Morse, both driving 998cc Clan Crusaders, with Don determined to break Gary's recent hill climb domination. After two rapid and perfect runs Don also got the FTD award into the bargain.

Mr and Mrs Chip, of Truro, made it a first and second in class 7 with their 1310cc Delta and PMC's Ken Cooper driving his beautifully-prepared Mallock U2 1600cc, was almost in reach of Don Statton's times to gain a first in class 8 and second-fastest overall with an impressive best run of 23.56secs.

Chris Milner, from Northampton, again proved he is still the fastest standard production saloon car driver with a time of 26.56-secs, driving his Ford Escort Mexico 1600cc, and Alan Berriman from Camborne gained the standard production sports car class in his Triumph TR6 with a best time of 25.7secs.

RESULTS

Fastest time of day—Don Statton, Truro, Clan Crusader 998c.c., 23.30 sec.

Saloons up to 900c.c.—1, S Wills, Exeter, Mini 850, 24.86sec.; 2, P Gilbert, Taunton, Mini 850, 25.10sec; 3, M Fowler, Taunton, Mini 850, 25.31sec. Saloons 901cc to 1100cc—1, M Pearse, Plymouth, Mini 998cc, 25.00sec; 2, J Tonkin, Truro, Elf 999cc, 25.46sec.; 3, F Turner, Plymouth, Imp 998cc, 25.49sec. Saloons 1101 to 1300cc —1, N Pitts, Plymouth, Mini Cooper "S" 1293cc, 23.53 sec; 2, J Symons, Torquay, Mini Cooper "S" 1293cc, 23.87sec Saloons 1301-1600cc—1, J Peat, Launceston, Hillman Imp Van, 998cc, turbo-charged, 23.88sec.; 2, P Crewes, Plymouth, Mini Cooper "S" 1311cc, 24.60 sec.; Saloons over 1600cc—1, M Trayhurn, Exeter, Ford Capri 3000cc, 25.08sec; 2, T Prigg, Exeter, Ford Capri 3000cc, 25.37sec; 3, J Pascoe, Truro, Ford Anglia 2000cc, 25.52sec. Sports cars up to 1300cc —1, G P G Morse, Truro, Clan Crusader 998cc, 23.68sec; 2, P Kelway, Plymouth, A/H Sprite 1149cc, 25.35sec.; 3, R Lakes, Plymouth, A/H Sprite 1149c.c., 25.43sec.

Sports cars over 1300cc—1, T Chip, Truro, Delta 1310cc, 24.49sec; 2, Mrs A Chip, Truro, Delta 1310cc, 25.52sec. Racing and specials—1, K A Cooper, Plymouth, Mallock U.2 1600cc, 23.56sec. Production saloons, unmodified—1, C Milner, Northampton, Ford Escort 1600cc, 26.56 sec. Production sports car, unmodified—1 A Berriman, Camborne, Triumph TR6 2500cc, 25.70sec.

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2020 – Season stalled?

What can I say? I'm writing this whilst waiting for guidance from Motorsport UK on the implications of the government's latest announcement about Covid-19. It does seem likely that Werrington Park hillclimb is unlikely to run - disappointing after taking over 80 entries for both days in a week. Clay sprint, the season opener, seems to have been lucky as it was unusually early and ran yesterday with a good entry and not-so-good weather but everything else is looking dodgy for the next few months. Having just finished months of winter decorating and now facing months of "self-isolating", I'm personally a bit p****d off – but what can you do? Keep an eye on our website & f acebook pages for the latest info – that's what!

One bit of good news recently was the third place achieved by Ben Parker & Rob Selley on the recent Bovington Stages. This was achieved somewhat against the odds and I understand involved a trip back to Plymouth on Saturday night and a Subaru catching fire (but the two events are totally unconnected!)

Werrington 2020 sticker anyone?



More news next month ***Peter Locke***

Wheels & Meals March 2020
In Pictures










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It is with great sadness that we heard the news today of the passing of one of our Club's great characters, John Read, a former Committee member, Equipment Officer and Magazine Editor during the 80's and 90's.

John had a wonderful sense of humour, was always calm and had the ability to make people smile. He enjoyed competing in a variety of cars on most of our Clubs events during that time. This photo shows John driving his Fiesta on a PMC 12 Car, which he always enjoyed entering and taking part in.

Our thoughts are with his family, who we know John was immensely proud of. RIP John, we have many fond and happy memories and we are going to miss you and your brilliant sense of humour and fighting spirit.



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