

Monthly Newsletter October 2022

So another month has shot past me and it's back to the keyboard to try and conjure up something interesting for you. Our recent David Ayers Sporting Trial held at Marshgate by kind permission of David Langley was well attended, the weather was also suitably organised, rain was not on the menu so the waterproofs were left well alone, I will give you a run down on the event later.

Our recent committee meeting was well attended with various items being discussed, Andrew Rippon gave us a résumé of the recent ACTC meeting, interestingly there is no official tyre list, the general principal is that tyres used in classic trials should not have a gap wider than 8mm, anyone not sure on their tyre eligibility should consult the ACTC website.

There is concern over the possible movement of dates for the 2023 season, in particular the date of the Tamar Trial is under threat, hopefully this can be avoided.

One item that has been discussed at committee many times is first aid, we have on two occasions booked someone from an organisation to be responsible for this and both times they have failed to appear on the day. With this in mind we are attempting to get some of the committee members trained in the hope that we will at least have someone at an event with some knowledge of first aid. We cannot however guarantee that in the event of mouth to mouth resuscitation being required that the person administering it will have shaved that day.!

Should and members feel they want to attend a committee meeting they are very welcome to sit in, there is even a Bar, our next meeting is on Thursday the 6th October 7.30pm at Tresmeer Village Hall.

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No Chairman's Chat this month unfortunately so here is a newspaper cutting of our esteemed chairman from 2001 at the water splash Knighton

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Going back to our visit to Prescott in July, during the lunch break we visited the on-site Bugatti Museum . Although the museum is not huge it showcases a lovely range of the “Bugatti Products” , not just cars but all sorts of innovative engineering ideas which would not normally spring to mind when the word “Bugatti” is mentioned. The price tags are eye watering, several noughts follow a number but the cars themselves are both exquisite and possibly somewhat ostentatious, if one drove down any high street it could be the cause of several neck injuries as people turned in surprise at what was passing them, dream on.

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JEAN BUGATTI 1909 – 1939

Christened Gianoberto Maria Carlo Bugatti, but always known as Jean, he was born in Cologne, Germany, on 15 January 1909 - third child of Ettore and Barbara Bugatti. From an early age, he spent time around the factory premises as well as on the road with works drivers.

Jean showed a keen interest in his father’s automotive activities. In 1930 the introduction of the first Twin cam Bugatti engine for the Type 50 inspired by the American Miller 91 engine, was a major early step in his company involvement. The Twin cam principle became a factory standard for new models post 1931 with the largest number being produced for the Type 57 range. In 1936 with Ettore spending a great deal of time in Paris working on the Railcar project, Jean took charge of the Molsheim Factory.

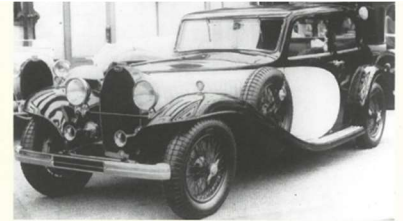
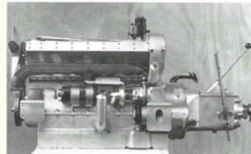
As well as involvement with mechanical development, Jean, following in his father’s footsteps, displayed a natural talent for coachwork design. He presented more free flowing and stylish works, such as his design for the Type 41 Esders Royale. This skill led to a number of his designs being adopted for factory production cars including the iconic Type 55 roadster.

The Type 57 and 57S

Conceived as a fast and luxurious touring car, it was the Type 57 range where Jean personally had the most influence. Produced between 1934 and 1939, the model range accounts for nearly 10% of Bugattis built at Molsheim. The Type 57 was in some respects the first modern Bugatti, and was developed into 3 distinct series, incorporating changes to the chassis frame, engine mounting, hydraulic brakes, telescopic shock absorbers, etc.

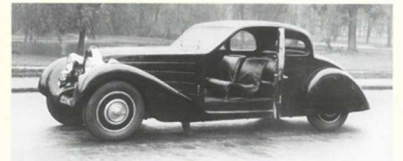
For the first time on a production Bugatti, the gearbox was bolted directly onto the rear of the engine. The remainder of the running gear was typical Bugatti, with the front and rear axles suspended on leaf springs. The Type 57 wheelbase was 3.30 metres. Bugatti offered 5 different in-house body-styles for the standard 57 chassis: Stelvio, Aravis, Galibier, Ventoux, Atalante.

Type 57 Series I – 3.3 Litre Twin Cam Engine.



The Galibier Saloon – 4 door 4 seater.

In its first chassis series from 1934 to 1936, the engine was bolted straight into the chassis frame, adding to its stiffness which already incorporated 5 cross members. Some were fitted with a two-piece split front axle similar to that found on the Type 59 Grand Prix car. From 1936 onwards, in an effort to make the car quieter in the second series, the engine was mounted on silent block rubber bushes. The subsequent reduction in chassis stiffness was mitigated by the introduction of a central semi-cruciform reinforcement.



The Ventoux Saloon – 2 door 4 seater.

By the third and final series in 1939, the cable operated brakes made way to a hydraulic brake system. The introduction of a supercharger for the 57C was another upgrade along with the vertical telescopic dampers.

The jewel in the crown of the Type 57 range was the low line Type 57S (surbaissé) with its shorter wheelbase (2.98m) dry sump engine, upon which Jean presented some of the most striking body designs of the 1930s era. From a production run of just 43 Type 57S chassis, 22 examples were bodied with factory coachwork, 17 Atalantes, 4 Atlantics and the unique roadster exhibited at the 1936 Paris Salon.



The Esders Type 41 Royale Roadster designed by Jean Bugatti.

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Forthcoming Events

POSTPONED. Our touring assembly booked for the 2nd of October has been postponed until the spring, unfortunately it clashed with another one on the same day which was also being held locally, but at least the route planning is done so our chairman and secretary can sit back and wait until next year to enjoy.

7th & 8th October many of our members will be travelling north to take part in the MCC Edinburgh Trial, good luck and hope it all goes well for you.

16th of October we have our **Pete Cooper Memorial Tamar Classic Trial**, entries are already coming in for this so if you don't want to miss out get yours in. The organising committee are working hard to make this a great event so please give it your support, yes, we need marshals so if you are available please contact any committee member or myself.

11th of December is the date for the **Ron Beer** Sporting trial to be held at Ashleigh Lifton, more on this in the November news.

From the Archives



I've been sorting out some old photos and newspaper clippings recently. The photo left was taken way back in 1990 on Bluehills obviously the Lands End Trial. Can anyone guess the driver and passenger in this Moggy Minor? It looked a bit chilly on the day, not unusual at Bluehills the wind can be quite cruel coming straight in off the ocean.

Back in 2000 Vivien and myself along with a trusty band of volunteers used to run the Launceston Trial as a full road going trial. Knighton was used as a special test, always a bit of an unknown element until the day of the trial as you could never be sure of the river level. It wasn't unusual to see someone get out of their car in the middle of the river (Clive Calber, Sticker Martin?) and remove all their spark plugs in order to pump the water back out of the engine cylinders, motorcycle riders could also be dumped unceremoniously in the river after hitting a hidden boulder.

The photo below was produced in the Western Morning News , (photo by Peter Sentance) in 2000, Adrian Dommett and Judy Philps , pictured in the water splash at Knighton, Judy is already preparing herself for a dousing.

Motor club which is still going strong after 80 years prepares for major event

PETER SENTAN



● MAKING WAVES: The water splash at Knighton is a test of car and driver on the Launceston Trial course

'80 miles of mud and fun' in trial

LAUNCESTON & North Cornwall Motor Club is celebrating its 80th anniversary this year. Formerly known as the Dunbeved Motor Club, the group was first formed by local motor sport enthusiasts in 1920.

Many sporting miles have passed since then – but the club is still run by an enthusiastic band of bikers and triallers who organise several competitions

each year. One such is the Launceston Trial – which is now in its 20th year, and is set to take place this year next Sunday, February 6.

"Eighty miles of Mud and Fun" is how this event is billed, with contenders tracking some tricky off-road sections – including the water splash at Knighton, pictured above being negotiated by Adrian Domett and Judy Philips in a Ford Special during last year's event.

Because of the recent wet weather conditions old favourites at renowned "stoppers" along the trial course – such as "Angle Steps" at Sydnham Damerel, and "Bedrock", at Lidaton, are scheduled to live up the name.

■ Further information about the Launceston Trial, and the club's other events, can be obtained from John Turner on 01566 781509.

David Ayers Sporting Trial

With an entry of 14 on the day we all assembled before the start of the trial for a 2 minutes silence in honour of the passing of our Queen. Following this Warin Kelly gave a quick briefing to all congregated and then it was off to the hills on the lower side of David Langley's farm at Marshgate. We were to complete four hills in the morning three times and a repeat of that but a different set of hills in the afternoon.

I was given the pleasure of passengering Andy Prosser , the car had recently had a change of ignition system which was proving far more reliable than the old one so it was a case of "all guns blazing", or is it all ribs bruising ? Section 1 wasn't too bad with all the twists and turns expected on this type of event, sections 2 & 3 were like climbing grassy stairs with a loop around some gorse bushes and repeat, not only did you have to be quite quick to change positioning in order to get the best weight distribution but somehow manage to keep a grip or risk being thrown out, as luck would have it I did manage to stay with the car although on the last attempt of section 1 the only contact I had with the car was my backside , legs and arms were flailing helplessly before I managed anything that resembled the composure of a proper passenger. I once heard it termed as being an old man's sport, to some extent this is true , if you aren't at the beginning of the day you feel pretty much like it by the end of the day.

When lunchtime arrived we all travelled back up to the car park for a bite to eat and a chat and a chance to add more padding . Back down to the slopes, the afternoon hills were much more hidden whereas the morning ones were open to be seen much easier, I can't remember an awful lot about the afternoon round with the exception of going up a hill leaning out as far as possible and realising I was staring into the lens of the MSUK photographer who had been despatched to the depths of Cornwall to cover the two day sporting trial festival jointly held with Camel Vale Motor Club.

Somehow I survived the full day even if I walked like a Robot for three days after. When the results were read out Andy and I had won one of the classes , well done Andy, all worth it.

Results

David Ayers trophy	Thomas Bricknell
First Class award	Andy Wilks
Blue Class award	Jason Daniel
Frank Ayers trophy	Andy Prosser

So it was a very enjoyable day, held in lovely weather and a great relaxed atmosphere, well done to all, organisers, competitors and of course a big thanks to all the marshals who without you we would be struggling to run these events and to David Langley who as landowner we are very grateful. J.T.

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Tailpiece.

So not much more to tell you, I managed on the 3rd attempt this year to attend a big scooter gathering over the last weekend but it's alright I won't bore you with that (yet). In a few days Vivien and I will be travelling North for a well earned break although I have been given the privilege by the MCC to take time out of it and be out on section at 4.00am for a marshalling stint on Middleton Moor, wherever that is!

All for this month J.T.

Newsletter contributions to billjan299@gmail.com