

Monthly Newsletter December

So, it's that month of the year when we are encouraged by the advertising establishments to dig deep into our pockets and buy our nearest and dearest all sorts of finery {or tools} when to be honest many people have got so much "stuff" you wonder how they are going to find room for more. It's ok I'm not preaching to you the club have regalia available in a very fetching Maroon and Gold to reduce the load on your bank balance, alternatively you can read further into the newsletter of a couple more ideas to fill that yuletide stocking assuming it is still trendy to hang it at the foot of the bed or somewhere similarly useful.

I have a confession to make, many of you will have noticed there was no "motor"vational (did you see what I did there?) chat from our chairman last month, this was due to the high level of technology employed in the production of this publication, or to put it another way I lost it in the juggling of the pages.

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Chairmans Chat

The Pete Cooper Memorial Tamar Trial was a fitting way to remember our former Chairman and for many years Clerk of Course of Course for the Tamar Trial. This year it was ably organised by Nigel Cowling, Simon Riddle and their team. Special mention and thanks must be given to Bob Slatter who for many years has been the Secretary of the Meeting. He has worked tirelessly, mostly behind the scenes, to enable this Classic Reliability Trial to run smoothly.

This year the weather was on our side and officials, marshals and competitors could enjoy a fine autumn day. As I am no longer able to compete my own involvement started early as Sean Lehni arrived at my house and we set off to run the first section, a special test, at Tresallack. This was new territory and the requirements for a successful clean and time were a challenge to many of the entry. Perhaps it was too early in the morning for some? There was some confusion regarding the restart with some missing it out, the bogey time was often ignored as was stopping astride line B. It kept Sean and I entertained and produced a variety of scores.

After a drive through the track, we continued on to officiate at Scarsick special test. However on arrival we were met by the farmer who was unhappy that he

had not been informed that the event was coming through . As he had a contractor regularly going up and down the lane all day and had arranged to move 100 cattle along it for TB testing, I had no option but to cancel the section. Thank fully I had time to return to Tresmeer village hall lunch stop to make alternative route arrangements. With the help of the time control officials and the opening vehicle the competitors were informed and an alternative route deviation was put in place.

Later that evening your newsletter editor, who had carried out the PR for Scarsick returned to the farm and discovered that the member of the family who had received the details of the event had not passed them on to the farmer. All has ended amicably and in future the use of this section that has formed part of the Tamar Trial for many years and is also used by the MCC Lands End Trial is now secure.

I hope all competitors, officials and marshals enjoyed the day and congratulations to all who completed the course and won awards. Commiserations to those not so fortunate.

Don't forget to support the club by purchasing merchandise, caps, polo shorts and sweatshirts are available – no doubt details will be available elsewhere in the newsletter.

Yours in motorsport

Joe Caudle

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Forthcoming Events

Ron Beer Sporting Trial

The above event will once again take place at Ashleigh, Lifton, on Sunday 11th of December. This is a round of the ASWMC championship, if you are not planning to compete then we would love to hear from anyone who is available to marshal, please contact Mike Wevill on 01566 784451. Anyone wishing to compete the regs and entry forms are available on the website, for those who are not wishing to use the online system there is the good old paper version available.

Camel Classic Road Trial. Camel Vale MC have their full road trial happening on the 4th of December, for those not competing why not marshal, you'll love it, details and who to contact on the CV website.

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At our recent committee meeting along with all the usual things discussed was the topic of next year's AGM, and it appears a couple of committee vacancies are due to appear. The Chairman's position will become vacant Joe has decided it is time to stand down and let someone younger take the reins, (thankfully that rules JT out), it's certainly not the first time Joe has been "chair" so a rest from it is overdue. The next position becoming vacant is Club Secretary, since taking this job on Andy Prosser has done a great job in keeping us all informed as to what is happening and keeping a good record of the committee meetings etc, he has a lot of future commitments which are going to take up more of his time, not to mention the fact that the motorhome he bought a couple of years ago is more than a little under used and he really wants to make more use of it.

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Mr Toad and the Tamar Trial by Simon Oates

Tamar Trial 2022

The Tamar Trial took place this year on Sunday 16th October in memory of Motorsports sadly missed and great friend Pete Cooper. His presence, contributions and character were fondly remembered throughout the trial also with his wife Jan, waving the cars and bikes off from the start.

The weather gods seemed to be with us with clear blue skies and rain forecast from 16.00 later in the day. Earlier when I fed the dog, his bowl that had been outside overnight, told the story of a wet one, maybe 5-6mm, could be an interesting day.

The Liege (class 7) had performed well the previous weekend on the Edinburgh trial and today I picked up Paul as my bouncer/navigator for his first taste of Classic Trialling at club level. Food and refreshments were available in Proper Ansome Café for those who needed extra ballast. With scrutineering and signing on done and pre ordering lunch at Tresmeer and Hog Roast at the finish, we were waved away by Jan, on towards Special Test 1 at Tresallack. A

simple start on line A, do a restart on R line and astride line B in 25 seconds with 1 second penalty per second each side of target time. 27 seconds and a 2 second penalty wasn't the best start – trying to over think it??

We moved on to Horse Bridge and a new venue with sections called Starsky (2) & Hutch (3). The words slippery and bumpy spring to mind weaving in between trees. Rear number plate was ripped off and gaffer taped back twice for the remaining sections. A promising new venue for the future which will improve as we explore the site and fine tune access and sections etc.

Barrett's Mill (4) near Harrowbarrow is a steep slippery stoney lane with a tricky restart on the corner with a nice hole to catch the wheels in. None of this was helped with tyre pressure limits (16psi for class 7) that were checked at the start. Marshals at the ready and up we went and then on toward Danescombe(5) which is a similarly slippery lane and a restart for all classes. Tanks Terror(6) saw the cars for the first time catching the bikes up. Notoriously difficult to get through. Class 8 and bikes had a slightly different route into a steeply banked field to the rest of the field with 3 class 8's getting clears. By now we were the first class 7 car as Jon and Calvin Moores MG J2 had decided to expire. Our route was a little easier but the steep bank was the same. Numbers to the right and as much room on the left as you needed (I found out after finishing the section).

On towards Lewtrenchard and Lew Wood1 (7) and Lew Wood2 (8) where the Launceston Trial will be held on 26th March 2023. Two section in the woods with a deviation for bikes and a restart for class 8 on section 8. After the second section was completed there was a massive spine knocking bang to the car on the exit route which luckily didn't break anything. Back to the main road and 3 miles on we arrived at Lee Quarry (9) and a few queuing class 8 cars. The section cut off a steep track in two different gaps for different classes. We were with class 8 on the lower route and a lower restart line which was again cleared. Back to the main road and shortly on to Angel Steps (10) or as some of us now say "no steps"! Some trees have recently been cleared from the hill and one consequence was part of the slate slab has been flattened. Shouldn't be a problem then should it? Oh yes, tyre pressure limits enforced again. Luckily ours were reduced from 18 to 15psi on the day. as we waited for the bikes to finish and the first class 8's to conquer the hill, all we could hear was the roaring engines and burning tyres. All I remember about the hill was an interesting restart and smoke so thick I hadn't a clue what was in front or where we were except we were going forward to eventually top the hill. We waited for Philip and Francis Thomas at the top to reminisce about the

food and drinks we used to have in the church hall at Marychurch – great memories.

The bikes had an extra section at Hart's Lane (11a) and then on to Park Impossible (11) which I have never got all the way up before. Phil and Francis changed their tyres (burnt off on Angel Steps?) and we made our way to the start and a 10 psi tyre pressure. I managed to stop in a hole on the restart and we bounced, wiggled and almost had to get the defibrillator out to keep us going, but we got up the first part only to nearly stop at the 2 on the corner further up, never give up too early is the lesson if you can remember it. Off to lunch at Tresmeer Village Hall, a pasty plus R & R.

We were running about 1hr 30mins behind schedule as we left Tresmeer on to New Langleys (12) after a second special test was cancelled. We had the longest wait so far as the final bikes completed the section and the class 8s started the challenge with 11 failing on the restart. This restart hasn't been cleared for 6 years and has been moved down a few feet to improve chances. The last car, Josh Moss in his Cannon set off and had a cracking climb and cleared the section easily?? My go and a slightly lower restart for class 7. Up to the restart and the engine just didn't want to pull, so my first fail. Had I let the tyres down too low or is it that intermittent engine fault showing its head again? That cost me 4 points and second overall. Up through the fields and farmyard to Trevilla (13) which is through an old overgrown quarry and trees with tight corners followed by steep climbs. The engine pulled well and cleared it all.

Back on the roads passing High Cliff (735ft high with dramatic formations) to truly impressive views including Lundy in the sea mist and on through Crackington Haven towards Crackington (14) known for its 'interesting' muddy qualities on the Lands End Trial. Most vehicles had restarts (and bikes a deviation) with 14psi limits for ourselves. Once completed successfully, we moved on to Trehole Farm with rain threatening not far behind.

Trehole1(15) proved narrow, steep and slippery with class 8 cars having a restart. Only Jack Selwood managed to clear the section with Josh Moss catching a pole. All other classes had a straight run at it but had to navigate around the restart boards. We failed to clear and had a 4. Trehole2 (16) was quite long with a muddy early climb going down through a gate on to a tight quarry incline followed by a tight right turn. This was only cleared by Aaron Haizelden in classes 7 & 8, the following lower classes?? managed 4 clears –

who's the daddy now then? Finally, 2hrs 15mins late we departed to the Frog & Bucket, South Petherwin for a well-earned pint and Hog Roast.

Tristan Barnicoat riding his Honda XR200R was the only bike from 42 entries to go clear on all sections and won the Dunheved Cup. Only one person on bikes managed the special test in the allotted 25 second time which was Andy Beveridge on his step through scooter.

The overall Tamar Trophy was won by Keith Sanders in his Reliant Scimitar with only 4 points dropped. Josh Moss and Aaron Haizelden both had 8 points with Josh coming second because of a smaller capacity engine. Overall there was a great mix of sections that proved challenging to all competitors. The route was clearly marked throughout and accurate route instructions provided. Every year it is kept fresh with old hills rested and new ones invested in. A brilliant tribute to Pete Cooper and testament to his important influence throughout Southwest's Motorsport. A big THANK YOU to all competitors, Marshals and organisers,



Above is Norton Selwood in his Liege

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Camel Vale Presidents Trial 2022 (Mr Toad turns Turtle)

Next outing was the Presidents on Sunday 6th November. The weather promised to be showery with a lot of rain the preceding day. I decided to drive to Gunnislake to pick up Simon Riddle for his first trip in a Liege. Roof up to the trial with torrential rain going past Duchy College and not much better until just past Castle Motors near Liskeard where the Trial started.

The trial is similar to our own Launceston Trial being set in woodland as a single venue event. The turnout was 18 cars with classes 1 & 3 amalgamated along with 6 & 7 due to low numbers entered in the classes. Signing on and scrutineering completed, we entered the woods to the first 2 sections which had to be completed before moving to section 3.

Windlake View(1) was first attempted by Andrew Dams in his now more modified Peugeot 106. Unfortunately, the ground was fresh and he only got an 11 (a long trip from Lincoln) but plenty more to try throughout the day. Eight more cars followed with no score better than an 8 and then Andrew Rippon in his very competitive Beetle flew up to a 6 followed by another 6 on the next section **Colvase Top(2)**. We followed his efforts with a 4 on the first section (only Charlie Merson cleared the section) and a clear on the second hill. What a start, great bouncing by Simon Riddle and a bit of luck! Three of the class 8 cars also cleared the section. **Bonyalva Corner(3)** was the next hill and as we approached it we could see and hear section 4 to our right with James Vivian in his BMW 318 compact firing up the hill. BANG! Drive shaft broken and out of the trial. When we arrived at the section queue, we had lost two beetles that should have been in front (took wrong route). Once they arrived, we let them through with Andrew R powering to a 4 on the hill.

We managed no better than a 5 and the hill was only cleared by Charlie Merson again in his class 8 Ford Special. Unfortunately Roger Teagle broke their Class 8 car on the section and went for an early bath. On to **Beast of Bonyalva(4)** where the BMW had now been cleared from the section. We had a quick walk (allowed to no 6) to plan where we wanted to go on the hill and watched a few cars to the 8 & 9 markers. Andrew R went in front of us and scabbled up to a 5 and then after a lot of back and forward, made a new exit through the undergrowth and on to the next section. Well, we had to do better than that and kept as high on a traverse as we dared and managed a 4. The

next problem was getting out especially as I managed to get stuck at the front in a tree.

Once out we positioned ourselves to watch Phil Thomas in his Dutton Melos. Off he went and another BANG with the rear half shaft snapped and another retirement. He followed the marshal / competitor assisted route down the hill that the BMW took. On to **Main Road Top(5)** which looked like a simple woodland lane with a restart half way up the hill. We got to the restart but failed to progress any further. As it turned out Dan Keat in his Fugitive was the only one with a restart to conquer the hill, it looked so simple. On the way reversing down I somehow managed to lose control turning into the left bank and turned the Liege over jettisoning Simon R out with me remaining in the car landing on my shoulder, roll bar and front screen. It all happens so quickly and we're still a bit shocked and so, so lucky with no serious injuries. Marshals and following class 8 competitors were quickly on the scene and did a cracking job. First point was to check Simon R was OK.

He'd managed to graze his head through his club beanie hat and a few cuts to his hand. I'm sure he must have cat like reflexes and a lot of luck. After a few minutes we turned the car on to its wheels, started it up, reversed further down the hill and drove straight up the section to the next one. With all three bodies battered we entered **Seaton Rise(6)** and drove straight to the top to promptly get ourselves lost in the woods (maybe it was delayed shock). Once we eventually found our way to the next section **Love you one time(7)** we were behind the class 8 car of Charlie Merson. Off he went up the hill to the 3 marker I think. As he was reversing down his hydraulic brakes failed and he luckily stopped sideways half off the section.

With a rope and six of us we managed to get him down and also homeward for another early bath. Jack Selwood also had a car failure to join the 8 retirees out of 18 entries!! Love you one time was cancelled for class 8. The final retirement was Andrew Dams in his Peugeot 106 on **Classic Camel(10)** but I'm sure we'll all be back for more. I guess that technically we didn't break down, we just decided we'd pushed our luck far enough for one day. Of the 10 cars that finished, Simon Groves had a class win in his Troll with 63 points, closely followed by Ross Hancock in his Buggy on 64 points. Overall winner of the **Presidents Cup 2022** after indexes were applied went to **Andrew & Lorraine Rippon** in their Beetle with 69 points. It was a long cold wet drive home in the rain, praying that there wasn't a police car waiting en route.

A big THANK YOU to Camel Vale Motor Club, its organisers, Marshals and land owner for all your time and effort to put on such an interesting and testing trial, carry on the great work.

Do not make the mistakes I made when reversing down a section

- 1 All sections have the potential to hurt you – never underestimate the hazards
- 2 If you fail a section, listen to and follow the Marshal instructions to the letter
- 3 Apply the handbrake a few notches (enough to just hold the car) and reverse down the hill with the footbrake off.
- 4 If you have a hydraulic handbrake, make sure you use it
- 5 Alternatively, switch the engine off and put the car in 1st, 2nd or 3rd gear with the clutch out allowing the engine compression to gently brake the car back to the bottom of the hill.
- 6 Please, please don't get in to bad habits.

Simon Oates

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Just seen the results of the **Allen Trial** as held by Bristol Motor Club Committee members who travelled up from Cornwall made it a very worthwhile trip.

Allen Trophy went to Phil Thomas , Ford Escort.

Rootes Trophy went to that man again , Simon Oates, Liege.

2nd in Class award Andrew Rippon, VW Beetle.

Also noted a Dellow driven by Andrew Isherwood won the Dacy Trophy (Heritage)

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Andy Prosser is thinking of going to the **Autosport Show** at the NEC, the show is on from the 12th to the 15th of January, if you are MSUK licence holder you can get access to the show on the 12th which is a slightly quieter day, if enough people are interested in attending Andy is prepared to hire a minibus, contact Andy at probilt2005@yahoo.co.uk could be a very interesting show.

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Below Richard Simpson gives us an idea for that *stocking filler* at Christmas or is it "Glove at first sight"?



Like most trail/trials motorcyclists, I struggle to find suitable gloves.

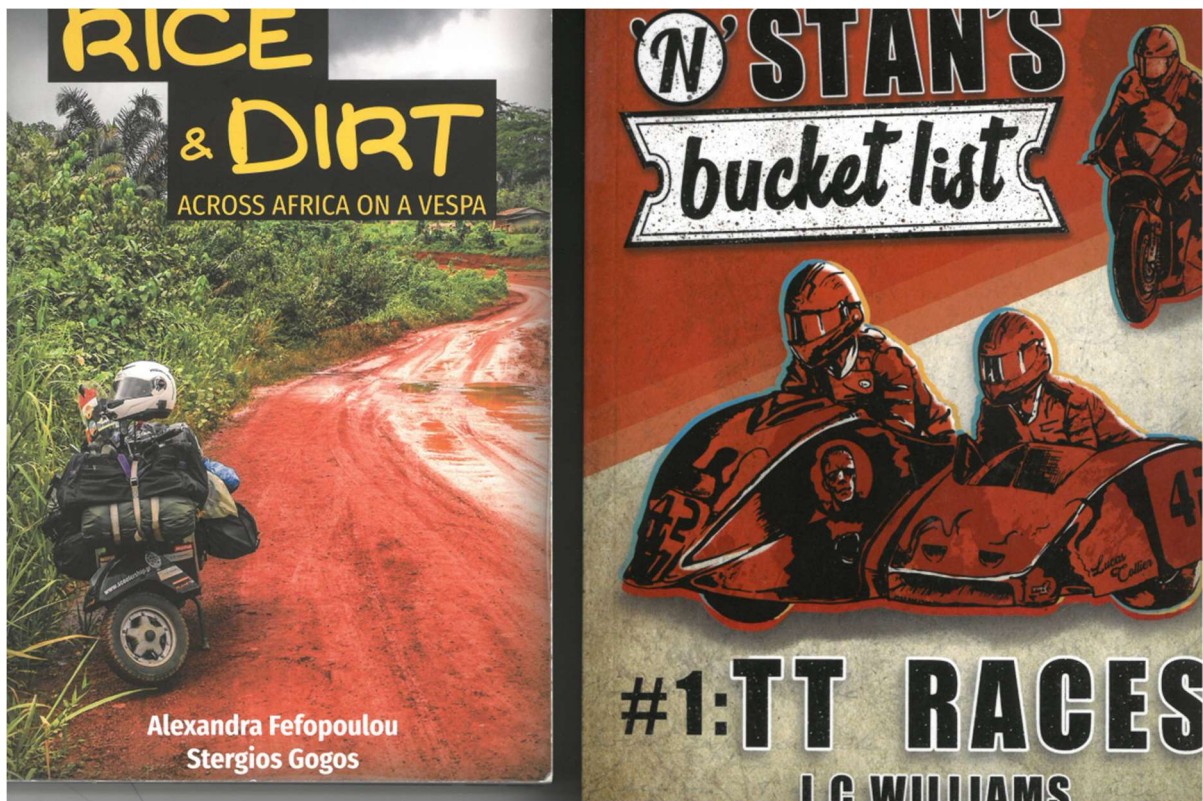
Motocross gloves are the obvious choice, but frankly, they are overpriced and most seem to offer little protection other than to the tops of the fingers...the falls I have had onto tarmac or rock while wearing them have shown them to be pretty flimsy. On the other hand, the protective quality of road motorcycling gloves has improved considerably over the years: they now have to pass relevant CE tests against impact and abrasion.

But they can be hot and clumsy when you ride off road. I've found an excellent compromise...and they were in a bargain bin at B &Q!

Ladies and gentlemen...I present the Mechanix Wear M-Pact glove. From the name, you might think it was designed for changing oil etc, but it's really not. It provides good hand protection in a variety of hazardous environments, such as tyre fitting, without being excessively hot or clumsy. Washable in cold water too. The gloves are certified to provide protection against abrasion, impact and vibration, and they appear to do this very well in use. Even the wrist strap incorporates protective padding.

All-day comfortable on the bike, and also for operating power tools etc. I don't know if you can still get them in B&Q, but they are available on-line at <https://www.mechanix.com/gb-en/mechanics-automotive-gloves/>

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Here's your second *stocking filler* option a couple of books.

Rice & Dirt is basically a travel story, get over the fact that it is accomplished on a Vespa scooter with 10" wheels, it's a journey of epic proportions. The start of the Journey is at the top end of Africa, the goal is the bottom end, en route there is just about everything, border corruption, frustration, attacks from vigilantes, wild animals, even the offer of a bride. Read it and you will look at scooters in a new light. (Even if it is a bloody Vespa)

Frank & Stan's bucket list There comes a time in everyone's life when they say "I wish I'd" !!!! This is a story of just that but they actually go and do it, to the point of getting deeper into it than intended, some parts are poignant, others are hilarious, if you want to sit back and read a book that will make you laugh out loud and annoy everyone else in the room then this is the book for you.

My third offering of a *stocking filler* is a little more expensive, although it has a lot more joys to behold.

Reluctant Sale

Dellow Mk2b , Fitted with rebuilt 100E engine and Shorrock Supercharger, electronic ignition, low ratio Ford 8 gearbox, fully rebuilt back axle with

uprated half shafts. Ready to trial, complete with number holders and electric tyre pump, even a Dellow umbrella. £15,750 to include a quantity of spares. Contact the editor billjan299@gmail.com or on 07971 249783



That's just about it for this month apart from my tale of woe. I went in to our local garage to fill up as I was registering empty on the gauge, having filled I went in to pay I was horrified when the lady on the till said that's £115 , I marched out and drove off without paying, needless to say I soon had a knock at the door from you know who. Before I knew it I was in court and fined £75 , result !! Watch this page next month for more money saving tips. 😊

Don't forget to keep them contributions coming billjan299@gmail.com