

April 2023 Newsletter

For once I've got it right, the winds outside are gusting at 50-60 mph and despite there being a hosepipe ban in force the rain is lashing down. Me, I'm sat in a nice warm kitchen, cup of coffee, tin of biscuits and all is good. There's been a lot going on since the last newsletter, AGM, committee meeting, and the Lanson Trial.

We held our **AGM** at Tresmeer Village Hall on the 9th of March, very good turnout (nothing to do with the table of free sandwiches and nibbles, thank you Vivien) and a change around in some of the top jobs on offer :

Chairman, Simon Riddle, Vice Chair John Turner,
Treasurer, Pam Wevill ably assisted by Mike Wevill,
Secretary, Richard Simpson, Competition Secretary Mike Wevill,
Membership Secretary, Simon Oates, ACTC Representative Andrew Rippon,
Awards Officer, Nigel Cowling, Motorcycle Secretary, Richard Simpson
Newsletter Editor, John Turner.

Our President Robin Moore has now stood down due to health issues and the difficulty of being able to attend events, Warin Kelly has taken over as President therefore no longer acting as Vice president, Pat Gomm has now become vice president. These changes were voted for unanimously.

The position of Safeguarding Officer is still vacant at present but we are hopeful that this vacancy can soon be filled. In addition to the above committee members are : Joe Caudle, Andy Prosser, Lisa Gregory, Lorraine Rippon, Jan Cooper, Darren Ruby, Ashley Ruby, Zac Ruby, Phil Thomas, Pat Gomm, Alan Murton.

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From the Chair

My first 'chairman's chat', I'll try not to ramble on for too long....so somehow I have ended up in the hot seat. Seriously though, at a previous committee meeting it had been muted to me about the position having served the committee for several years (think I was a teenager, just, when I first joined). I did it give it consideration as other commitments do take over at times and I'm a believer that if you're going to take something on then you must be prepared to commit. I think our club and committee is in a very strong place at the moment, we have a great blend of youth, the middle and experience with a number of committee members also active competitors. Our membership last year was well over 100 and along with our traditional classics and sporting trials we are providing events which are encouraging the younger generation to compete - vital to the future of our sport. Thanks are due to Joe Caudle our outgoing chairman for his second spell over the past few years and Andy Prosser similarly, as a very efficient secretary, both hugely valued stalwarts of the club and its pleasing that, even though stepping back from official titles they remain on the committee.

We've just had the Launceston Trial on Sunday 26th March, Nigel again being CoC and myself Sec of the meeting. I think by now Nige has covered every yard of those woods on foot! Hands on deck also from Andrew R, Andy P, Simon O and Mike W in the setting up and arrowing and John T on trailer transport. 55 entries, down a little on the bikes from last year, I think largely due to a clash with a couple of other events taking away some potential entrants. (really good to see 6 outfits back out though). Always tricky to avoid clashing with something. Nonetheless, a very wet spell in the lead up but thankfully a dry (give or take the odd quick shower) day on the Sunday. Challenging ground conditions meant for a generally high scoring day but as a club event the emphasis is on an enjoyable day out with some friendly competition in a relaxed atmosphere. The catering van seemed popular and doing well. Great to see an increasing number of youngsters, so much so we had enough for a very tightly contested junior class in the trial bikes - well done Zak. Well done also to the overall award winners, Steve Kingstone taking the Cycle Bowl for motorcycles, Alan & Patrick Keat the Newman Cup for outfits and Dean Vowden the Fulford Cup for cars. Huge thanks to Nigel, Mr Newman for his continued support in us using the woods, all helpers, entrants and of course the marshals who make it all possible.

The Lands End up next over the Easter weekend, with again a good club representation in the programme both on officiating duties and competing. Simon O and Mr Toad will lead the car field away and I hope the Dutton will be ready to go to follow behind for my first venture back on to the hills for 6 years.

A little break in our own events now until the Northgate Sporting Trial in May.
Simon R

The Launceston Trial Pic's



Just the 7 punctures then !!



Roger Ashby showing a clean(muddy) pair of heels.



Little legs and wheels but they got to the top!



Tuck Box was popular !



Lovely bike, but I wouldn't want to go too far on that seat 😊



Far left Kayleigh knows the way.....

and on the outfit is Steve Urell and Julie Williams.

Below Mr Moores chasing Mr Prosser, no room to overtake!



Launceston Trial summary of results.

Fulford Cup:-Dean Vowden, Patrick Warren Cycle Bowl :- Stephen Kingstone

Newman Cup :- Alan & Patrick Keat

Class awards:- Jon Moores/Jason Procter; Dave Haizelden / Dee Champion;

Ashley Ruby / Mike Holden; Rob Holden / Paul Nevitt; Simon Tilley

Novice Award:- Samuel Teagle / Roger Teagle; Jack Tilley

Junior Class Award:- Zak Ruby. 1st Class Award:- Andy Seward

Calendar of Events

20th April Social Evening Warin Kelly will be giving a talk with photos on his years in motorsport, from early inspiration from his father at building specials, racing and trialling the various cars he built to all the frustration that goes with it. A nice relaxing evening, Tresmeer Village Hall 7.30pm. Bar open.

27th April Committee meeting at Tresmeer Village Hall, all welcome.

13th May Northgate sporting Trial at Ashleigh, Lifton come and enjoy watching or even marshal.

Around the clubs

Easter Good Friday/Saturday it's the MCC Lands End Trial, Mineshop at Crackington is always a favourite with spectators, or if you don't want to get up too early there's always Blue Hills, St Agnes.

27th April Camel Vale MC have their Presidents Trial at Bonyalva Woods, Liskeard. Run on classic trial reg's

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Simon Oates and Mr Toad have been out and about again.

Stroud & District Motor Clubs **Cotswold Clouds Trial 2023** on 5th February 2023

Dry conditions and a sharp frost greeted us early in the morning at signing on for the Cotswold Clouds trial. Great organisation and facilities at Fromebridge Mill with breakfast if you wanted plus a first view of the route card for the days trialing. I normally print off a few days before a trial, mark the restarts and any other important details, but these were handed out at signing on. I thought it brilliant to give a bit of history of the sections in the route book – well thought out. We left the start at the allotted time (8.23am) and followed the route card to **Crawley OS 1** with a drive up a woodland track with first sun beaming through the trees. A lovely way to ease into the trial. **Crooked Mustard OS 2** followed after a short wait at

holding control. Plenty of cars returning to the bottom and past us having failed the hill. The plan was to hit the second corner high, then go across the hill and high on the next corner around the slab and bish, bosh hill conquered. The first bit went to plan but I didn't get enough speed or get high enough to clear the slab. A little smoke and quickly stopped by a marshal. The car then slewed sideways across the slab on to 3 wheels. Eventually a marshal put some weight on the front passenger mudguard and we managed to do the 'drive of shame' back down the hill, 5 points dropped already. Nice clear instructions of where to go brought us the **Nailsworth Ladder OS 3** which had a lower restart for us. The start of the section was a sharp right onto a pretty rough stoney track with a wall on the left before the restart. No problem with a gentle restart but the engine was struggling a little for power and got there eventually. We followed the route past The Bear Hotel and right into holding control where we waited for 30 mins under a hedge shadow that was a bit chilly. Local Ice creams were available in the shop – brrrrr. When it was our time we followed the route to the bottom of **Ham Mill OS 4** where we blasted up the lane with a kink in the middle to come out opposite the holding control. Tyres were pumped up and on to **Bryan's OS 5** where there was only a restart for class 8 which only stopped two of them. The hill when wet could be tricky, but today it was lovely with beech leaves covering the ground – quite a picture! Once down the hill we were presented with **Rogers Observed Test 1** ably manned by fellow Liege owner Dick Glossop. A simple timed start on A and stop astride line B made more difficult on a downhill lie and unknown stopping distances for the track! All went OK with a time of 7.78sec and a quick chat with Dick. Along the road to **Wicked Juniper OS6** and a restart for us in class 7. Can be very slippery especially when wet but luckily for us the conditions were dry and the restart successful. **Merves Swerve OS 7** again can be nasty when wet and tree roots above the class 7 & 8 restart. I planned to stop just over the restart and blast up the roots, all of which worked to get clear to the top. The next section was **Climperwell OS 8** where there was a short run up through the trees with a restart for class 8 which claimed no cars. A different story if it had been wet. We then moved on to **Bull Banks OS 9** where a restart waited for everyone. The section looks innocent enough but the restart was very short of grip. Tyre pressures were 15 psi for classes 6, 7 & 8. Luckily we eased the car gently off the line and went on to the top of the hill. We carried along the main roads for a few miles to **Station Lane Special Test 2** which was a similar format to the previous one and was completed in 14.85 secs. We carried along the route to **Jerrys OS 10** with a restart for 5, 6, 7 & 8 on a higher restart line. Once at the line I tried to feed the power in progressively but only got to the 3 and the tree roots too slippery for me. On reflection I should have gunned it to the top. Then again, that might not have worked. Further along we got to **Talbot's Terror OS 11** with a higher start line which we blasted off to the top and back down to **Hyde Bank OS 12** with a restart for 7 & 8. A short section which is easy to forget and didn't stop a single car. Different if it had been wet though! **Rick's Revenge OS 13** was a little further along and had a tricky restart for class 8 with a tight corner before the finish. The car climbed well with no problem to the finish.

With conditions dry and firm under foot there was every opportunity for a clean sheet for someone. I managed to drop 8 points and was 2nd in class 7. If only I'd cleared Crooked Mustard it would have been good enough for a trial win. I bet a few thought the same on the day. Cracking sections, route book, marshals and organising team. Overall a brilliant trial. Hope I'll be back next year but I guarantee the weather won't be as kind again.

North Devon Motor Clubs 75th Anniversary Exmoor Trial 2023 12th February 2023

The week following the Cotswold Clouds proved to be a painful one for me. The lower back pain that I had been suffering from decided to work its way into the left sciatic nerve causing sleep deprivation, a load of pain and a grumpy Mr Toad pilot. Regardless, I decided that sitting was probably the most comfortable position and it wouldn't be a safety hazard doing the trial on the Sunday. I picked John Turner up from the side of the road at 6.30 and we trailered the car up to the start at Porte Farm, Kentisbury which was only 90 minutes away on clear roads. Once there we unloaded and signed in through gritted teeth (20yds of walking before the pain kicked in).

Out of the field at 8.41am to the first **Porte Farm OS 1** where we were gently broken into the Trial with a slippery open track up the side of the field. All cleared and on further into the field to **Porte Farm OS 2** which was steeper, more slippery and a restart which overall caused no problems. On leaving the section we waited for the next section to clear before crossing it and watched Keelan Hancock and Stacey Skelton attack the restart of section 3 with determination in their class 8 VW Renegade which as the marshal said, "that proves it can be done". We followed the last of the class 8 cars on to **Porte Farm OS3** which was again slippery to the restart. I failed to get off the restart by not easing off the line which resulted in too much wheelspin and no forward motion! Phil Thomas and 'Father' made it all look too easy in their Melos and didn't miss a beat. Once the tyres were pumped up, we turned left on to the main road and followed instructions to **Loxhore Cott OS 4** which is a bridleway. Tyre pressures adjusted before the start and off up the sunken track on the side of a field which proved to be rutted and rough. Once completed we continued on to **Beccotts Lane OS 7** where most cars were a little confused with the route card instructions to get there. The marshals also were surprised to see the cars on the section, but that is what the card said. Further confusion about where **Snapper OS 5** was and if we had to go back to do it (no we didn't). Following route card again we moved on to **Stoodleigh Stream OS 8** in the felled woods and failed the restart by dropping back over the line while pulling the hydraulic handbrake on. I'll try not to do it again! Further along the track was **Corner Climb OS 9** which proved to be straight forward, or did I touch a marker? (No, it was OK) There was a short wait before attempting **Stoodleigh Steep OS 11** with a lower restart for classes 5, 6 & 7. We got the restart no problem, set off and the engine wouldn't pull strongly away even with dipping and riding the clutch. Only managed a 4 and moved on to the next hill depressed☹ after watching Phil Thomas clear it with ease. He did say he was slipping the clutch on all of the hill above the restart. **Clockhay Climb OS 12** was a good slippery undulating climb to the top with only 3 cars failing to complete. Back out of the woods and following the route card to **Rogers Garage** in South Molton for fuel and a ½ hour break before continuing to **Holdridge Hell OS 13**. A few cars had now passed us (presumably not taken break?) and we waited for our turn with a higher restart for classes 3 – 7. It turned out to be to be a successful restart and cleared the hill. On to **Holdridge Hill OS 14** which was a left turn up into the woods. The cars in front were struggling to get very high so expectations were low. We just put our foot to the floor and dropped the clutch with amazing results with the front wheel clearly going through the 4 but by the time the marshal had climbed the hill,

we had slid back down the hill and given a 4 and not a 3. With my poor performance so far, it wouldn't make much of a difference to my trial anyway. Back to the tarred roads again and on to a queue of cars waiting to tackle **High Bray OS 15**. I got out of the car for a bit of a stretch and quickly discovered how quick the pain stopped me in my tracks. Funny how it's fine while in the car. When we finally got to the marshal at the bottom of the hill we mentioned the restart and were told there were 2 (not in the instructions) and we were on the lower one. We let a couple of failed cars past and set off up the hill. I was concentrating on the route to take and John suddenly shouted 'Stop'. I pulled the anchors on with the car at a jaunty angle astride the restart line. Not an ideal start position but I had completely missed the restart markers, thank you John Turner for being awake!! We somehow managed to get off the line and scabbled to the top with me still in a shocked state of mind. We later saw Philip Francis and he must have been in the same frame of mind as me except he completely missed the restart which cost him 10 points. Gutting for him as he had driven like a star and only dropped 3 points before the section which would have been enough to win the Trial overall. On to **Bentwichen Observed Test 1** with front wheels on the start line to all wheels through line B, reverse back with all wheels through line B and astride line C, all done in 18.72 secs. We now made our way north to **Floyds Bank OS 16** where tyre pressure limits were applied. We followed the right-hand track through the gorse and back up on to the road again. The section caught a few cars out. Then further up the road **Cross Lane OS18** was to the left. Tyres let down again and cruised up to the top without issues. The last section was the renowned **Beggars Roost OS19** which had a restart for all cars which only managed to stop 1 car. All section now completed and off to the **Old Station House Inn** at Blackmoor Gate to sign off and see the end of the first half of a below average England v Italy in the 6 nations. We somehow managed 2nd in class 7 which I still can't believe. Another stonking overall win by Jack Selwood and Abbie Jeffery in their class 8 DP Ford special. Phil Thomas still managed a class 7 win and Karen Warren and Emma Wall Beetled to a win in class 6. David Hazelden again won class 5.

In summary, we had wonderful weather, relatively dry conditions, cracking views, brilliant marshals, superb sections but the only slight problem was the route card which was sometimes obscure and written in an unusual way compared to others! Once you got your head around its peculiarities, it was fine!

A brilliant effort by the organising team – keep up the great work, thank you so much.

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Tailpiece

Work on the various projects have been a little slow, a shoulder injury hampered my work speed, and the much anticipated new chassis for the 2CV has yet to arrive, I've seen photos of it and it looks great, but until it actually arrives in my yard there's not much more I can do, although to be fair I have a list of other jobs to keep me busy along with a somewhat life changing situation.

Informal notice : Some of our close friends are aware but others of you may not be, eight days ago Vivien and I had a bit of a surprise, we became Euro Millions lottery winners. As you can imagine this was more than a bit of a shock, for three days we kept looking at each

other almost in disbelief, is it really true, can this be happening ?

The answer was yes and believe me it really is life changing, in order for us to come to terms with it we have decided to take a three week cruise, something we have never even anticipated before, holidays for us were always a few days away in the campervan. The time away will give us the space we need to focus on what has happened and how we re-evaluate things, one thing is for sure I will not be turning my back on the club, at the AGM I said I would continue in my positions as held then (albeit at that point I knew nothing of the win).

For now It's Bon voyage and see you in a month.

J.T. Please keep the contributions coming billjan299@gmail.com

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