

August 2024 newsletter

Welcome to the August newsletter although to be honest I'm rather confused, August, the school holidays are in full swing and the sun is out, something has obviously gone wrong, isn't this meant to be the Summer monsoon season ? I'm not complaining after all we've had our granddaughter down for a two week holiday and she even coaxed her Gramps to go swimming with her in the Bude sea pool!!

Thinking about it even the Carr Cup Testing Trial was a sunny day, more on that later.

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From the Chair. Or as Simon put it "not that time again"!!

It's nice to be writing this month's jottings in the sunshine and a range of events past and future in what is the clubs busiest spell of the year.

In June I decided to sell my trials Dutton and within a couple of weeks it's found a new home, looking forward to seeing it back out.

Very sadly I learnt of the passing of John Werren at the start of July. John was a long time passenger for Simon Oates and had kindly allowed us the use of his fields at Waterloo Farm for a number of years for our Motor Traders Trial. John will be sadly missed and our thoughts go out to all of John's family and friends.

Early July saw the Motor Traders Car Trial ASWMC round and our first use of a new venue at Winsdon Farm, by kind permission of Andy Greene. A very good field of 24 assembled, I'd wager the largest field since the event was restarted some years ago now. A nice day overhead and the showers of the previous days had soon drained leaving the fields surprisingly dry, was also great to see the Class Zero, aimed basically at standard vehicles bringing out several cars. Several clear rounds in the morning amongst the specials in particular but some tweaks during the afternoon reduced the clean sheets down to one. Congratulations to Gareth who has cleared every section on this event over the last two years and two different venues to retain his trophy. A great range of driving ages from 14 through to 90's and what grassroots motor sport is all about.

21st of the month saw us return to the same venue but a different field, this time for our Carr Cup Testing Trial, initially this had been added back to the

calendar as an extra event for a year but it has been popular ever since, particularly with the youngsters, so has pleasingly retained its place on the calendar. Again I think this year could have been its biggest entry of 29, with the bikes and juniors getting a chance for a run. Rumours the Wainhouse Inn has a calendar of events up on its wall now!

Thanks to all those who have organised these events, setting up, paperwork, marshalling etc. It takes a real team effort.

The second of our Testing Trials comes up on the August bank holiday Sunday at Trevilla. Another relaxed day with tests suitable for all ages and vehicles on a flat field.

Quickly following this is Joe's social run on 1st September, spaces are limited so if you want to book then please contact Joe direct.

No respite for organisers as the David Ayres Sporting Trial then follows the weekend after at Trevilla.

Simon R

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William 'John' Stenlake Werren

9th July 1954 – 1st July 2024

It is with great regret that I report the passing of John Werren after a brave fight against sepsis and cancer. He was unique in so many ways and was born and bred at Waterloo Farm, North Petherwin and was proud to have lived in Devon and Cornwall (boundary changed in 70s) without ever moving. John and his family have provided great support to Launceston & North Cornwall Motor Club for many years. They provided fields for the club to use with the Motor Traders Trial and special tests for the Tamar Trial. I had the pleasure of his company as my 'wing man' for 14 years in Torum and the Liege, Mr Toad. Many, many great memories and his company sorely missed.

Simon Oates

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Carr Cup Testing Trial

I decided to enter Mona the Vampire (2cv) into the event if only to show people what strange angles a 2CV can achieve when cornering. We had been invited back to Winsdon farm, North Petherwin for our second event there

although using a different field. The field was perfect for the event, large and gently sloping but nothing too steep to get bogged down in. There were seven tests laid out, each to be attempted four times and all to be performed against the stop watch, so it was foot down and hang on. Vehicles from all classes were entered , the junior motorcyclists giving it their best, two outfits , and even a trials formula car having been trailered down from Weymouth , now there's keen.

Judging by the smiles people of all ages had a great day which to me is what it's all about, Mona the Vampire won the event outright with the highest amount of points in the car class, well it would have been a win if it was cricket, although some of the tight turns definitely didn't suit but she didn't take offence so the clerk of the course won't have to fear leaving the windows open at night in case of a strange apparition appearing at midnight!

Many thanks to the organisers and marshals it was a fun day. J.T.

Carr Cup photos.



Pep talk time from the Guvn'r , don't argue.



Poppy on the step through



There's a passenger there somewhere



It doesn't have to be a specially prepared car to enjoy yourself.

Future Events

Sunday 25th August is the Invitation Trophy Trial. This is a non damaging trial to be held at Trevilla Farm, Marshgate north of Camelford, look out for the signs on the A39. Reg's on the club website.

Sunday 1st September , Joe Caudle has another Social Run for us, the start venue will be the main car park in Camelford , entrance is opposite the Chippy,

sign on 2.00pm.



Social Run

Sunday 1st September

This is an opportunity for entrants to take part in a touring assembly starting at 2.00pm in Camelford and follow a route of approximately 50 miles which will explore some of the highways and byways of North Cornwall and finish in West Devon. This is a non-competitive event, no club membership is required and it is suitable for all cars. It is planned to finish with a viewing of a private collection of classic and thoroughbred cars.

Printed directions will be provided at the sign on start.

There will be opportunities to visit places of interest and enjoy good company. To register an entry and receive more information as it becomes available - contact Joe Caudle 07495 358904



Image of the event last year at one of the view points at Kit Hill that was visited en route.

Sunday 8th September it's back to Trevilla Farm, Marshgate, this time for the **Davis Ayres Sporting Trial** this is a round of the MSUK, ACTC, and ASWMC championship. Marshals needed please.

Reminder, committee meeting 22nd August at the Fox & Grapes, Lifton.

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Beanies on Tour



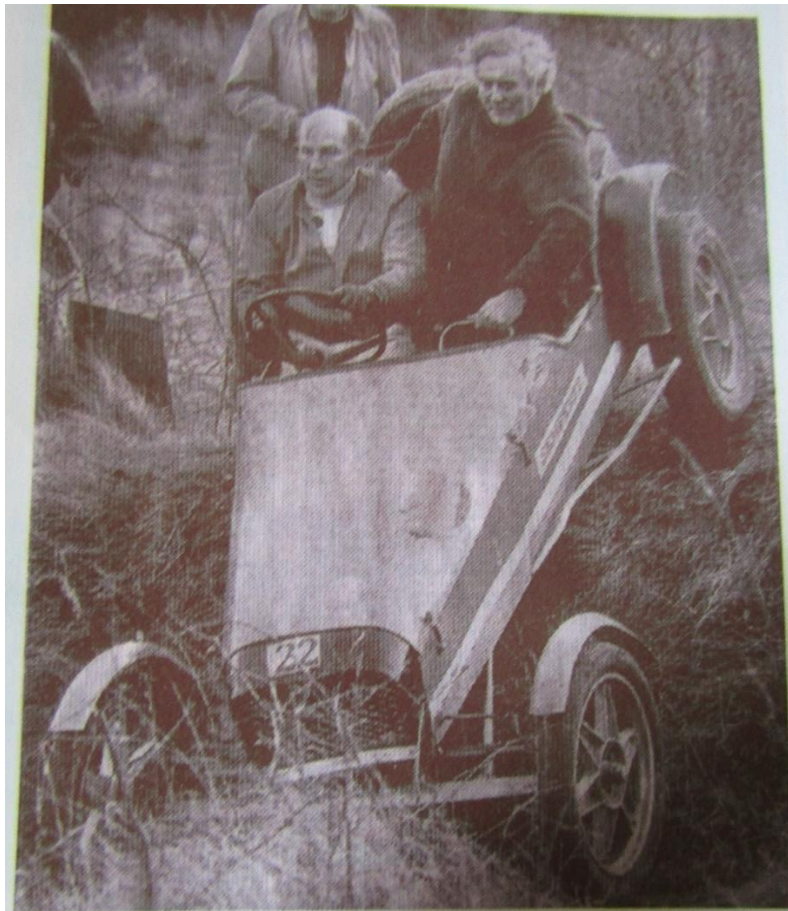
Andy Prosser took his Beanie to Lydden Hill, to see the gathering of classic Autocross cars, mind you I still haven't received a full report of what must have been a very interesting collection of cars but maybe he's saving it for next month.



Andrew & Lorraine Rippon have just celebrated their 40th wedding anniversary (congratulations) with a visit to Downton Abbey. Andrew was hoping for a walk on part wearing his freshly laundered Beanie, sadly it was not to be, *no taste them Downtons*.

For Sale

To be offered for sale by auction at Brightwells Leominster on 11th September 2024.
Canon historic sporting trials car
This is the Canon which Stirling Moss used in the 70s



Sir Stirling Moss and Peter Garnier out of their natural elements taking part in a sporting trial some years ago. Two great names in our sport demonstrating their enthusiasm for the game

Mr Oates has been “mechanicing”

Liege rear axle upgrade?

Some say that the Suzuki Super Carry rear axle is a great upgrade to the Liege cars. When I bought my car it had already been upgraded with a Suzuki G10A engine, Jimny gearbox and Super Carry rear axle. I had further upgraded the differential by having the pinion star gears machined and fitted with some cage roller bearings. This was to reduce the chance of the diff seizing up under trialling loads. This was fine until I broke the axle in September 2022 on the Exmoor Clouds. A consequence of this was to damage the main output pinion in the diff as we limped back to our trailer. This was the one and only mechanical failure of the car in 2 ½ years and 39 trials. The axle was beefed up and parts from a spare axle used to make one good one. A further 14 trials were completed until I took the differential apart again in July 2023 to check how the cage rollers were looking.

The initial inspection of the cross shaft that they ran on revealed some markings which I assumed were from too much movement of the cage and small (6.71mm x 2mm) needle rollers. After a lot of research I found that I could retain the outer bearing case, remove the cage and substitute 11.62mm x 2mm needle rollers to give nearly 3 times the bearing surface. This is known as a full compliment drawn cup roller bearing. I modified the cage rollers and put it all together and have run it for a further 16 trials with no issues. During spring this year I was offered a Suzuki Jimny rear differential for the Liege (front one is smaller and doesn't fit the half shafts) with a view to fitting to the car (Thank you Jack Selwood).

I measured it several times, trial fitted and realised eventually that the main bearing shafts needed machining smaller to take a smaller bearing. Without doing this, it would not fit in the original Super Carry diff housing (required to stay in Class 7). This work was expertly done by Alan Murton and new bearings were fitted. The diff housing had to be welded up where the holes for attaching the Jimny crown wheel were as I needed 8 instead of 10 holes (4.30 : 1). Once welded and levelled (2 holes were left), I drilled a further 6 holes to attach the crown wheel I needed (5.125 : 1). The solid cross pins from the Jimny diff were replaced with needle roller items and it was all put back together and was running like an old Singer sowing machine. In theory this should give years of trouble free trialling with only a change of oil each year, time will tell. I've now got until Sunday 15th September and the Taw & Torridge Trial to run the rear axle in and check it's all ticketyboo. Will the car survive the **Invitation Testing Trial** on Sunday 25th August at **Trevilla Farm**, Marshgate and who will be driving it?? Come and have a great day out because it's cheaper than a Theme Park and you'll learn so many skills

Below, on the left is the new diff, on the right is the old one.



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### **Richard Simpsons Trail Ride report.**

Sun, sea, sand and steep hills

Richard Simpson leads the LNCMC's first ever fun trail ride across North Cornwall with Andy Beveridge on sweeping duties

With riders ranging from a teenage girl (Kayleigh) to an old bloke with a pacemaker (me), and bikes from a 50 cc Rieju to a 650 cc SWM (Kayleigh's Dad) no one could accuse the Launceston and North Cornwall Motor Club's first fun trail ride of not being diverse and inclusive.

Although there was a date clash with the Adventure Bike Rider Festival, we still filled three of the four available places between me and sweeper Andy Beveridge.

I hadn't ridden the route for a while, and was surprised by how overgrown the first lane had become...oh, hang on that's not so much overgrown as blocked by a freshly-fallen sycamore tree with multiple limbs. It will take a chainsaw to get that lot out of the way. Just glad no

one was under it when it fell. OK everyone, turn around and go back to the start.

After that I got a little bit lost (all part of the adventure) then we made our way North to the second lane, which proved a bit of a challenge being wooded with steep inclines, declines, gulleys, piles of silt and an amusing uphill exit beside a storm drain. The two fords along its steeply-undulating length were both almost dry. Kayleigh got hit in the face by a branch, but carried on regardless.

We decided that “discretion was the better part of Valerie (although all of her is nice)” as Roger McGough wrote, and edited the two most Northern (and potentially hardest) lanes from our route. The little Rieju had been working very hard on the last lane and was a bit short of fuel so we went into Bude for petrol, to find the place packed with holiday traffic and daytrippers. So much so that the queue for fuel was so long at Morrisons that we ended up going right into town and filling up at the Shell station.

An interesting observation: a sunny Sunday and the road bikes were out in force. But what a difference from how things were 10 years ago. Hardly any sportsbikes, but loads of big cruisery types: Triumphs, and Japanese and American V-twins. In the latter category, Indian now seems to eclipse Harley Davidson. A decade ago, everyone wanted to be Rossi, now they want to be a Son of Anarchy!

Also, it's interesting how the trail bike market is changing. Ten years ago, we probably would nearly all have been on a KTM of some description. Ten years before that, we probably would have all been riding Japanese. Today, three of the five riders taking part were on Betas (2 x 200cc Alps, one 300cc X-Trainer), with not an orange bike to be seen. Four of the five bikes made in Italy, and the fifth made in Spain.

With a couple of lanes around Bude ridden, we were off to the coast road south, and an enjoyable lunch break at the Black Rock Café on the sandy beach just south of Widemouth Bay. Then along the lane by the coast to Mineshop and Crackington Hill.

I looked in vain for the Angel of Crackington (perhaps she was a dream, after all), before we tackled the hill. It had dried out completely since the Lands End Trial, making it a bit less of a challenge, but still a good suspension test.

Back onto the coast road, and a green lane with spectacular sea views, before heading inland again, over the A39 and picking up a lane which starts in a very tidy farmyard with some lovely calves enjoying the sunshine, crosses three fords, and spits you out in narrow country lanes not far from Warbstow. The fords were almost dry. It's a different landscape to the wide-open area by the coast. Narrow wooded lanes and steep valleys with little streams. All very green and pleasant.

We joined the little green lane opposite the Warbstow Bury hillfort, and dropped downhill, heading for the final lane of the day at Scarsick. This will be familiar to many club members: it was the site of a special test in the Tamar Trial until a couple of years ago, but we rode it the other way around.

Again, the big ford at the bottom was little more than trickle. Returning to the start it was interesting to reflect that we had seen absolutely no-one on any of the half-dozen or so green lanes we had ridden in the course of our ride. The Coast Path was very congested, but the rest of the Cornish countryside virtually empty on a glorious early Summer Sunday.

As for the run itself: no one got hurt, there were no confrontations with people who didn't want us to be there, and there were no mechanical breakdowns.

I'll try to repeat the exercise in late Summer, early Autumn. I've got the makings of another route in West Devon heading down to the Tavistock area, and I think there's someone else who could be persuaded to help with a route in and around South Hams.

If you are interested in riding, or helping, give us a shout.  
richardsimpson94@yahoo.co.uk



**Tailpiece**, not much to report this month other than I fitted the 2CV with a replacement hood & rear window, we were in the car park in Tavistock and Vivien remarked "the window is falling out" and she was right, after my trying various repairs it was decided a replacement was needed, a quick call to Graham at the Cornwall 2CV workshop who lightened my wallet by £60 Mona has a new hat.

Fans of Kia cars may well be flocking to the showrooms to see the unveiling of their latest model the "Kia Starmer" it's apparently very quick at U turns.

All for this month, please keep the contributions coming [billjan299@gmail.com](mailto:billjan299@gmail.com)