

October 2024 Newsletter

Here we again with another bursting at the seams, desperate to read newsletter, or something like that. The trials season is now in full flow, with Holsworthy Motor club's Taw and Torridge being well received, I've just got back from a few days away and marshalling on the MCC Edinburgh/ Derbyshire trial (in glorious sunshine, now there's rare) and in a couple of weeks we have our very own Tamar Classic road trial, and with a bumper entry, what's not to like?

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From our Chairman

The start of the month began with the social run organised by Joe which reached capacity for the day with a mixture of vehicles, members and non members taking part. Entrants enjoyed the drive followed by a very interesting display of prestigious motors at the finish.

Unfortunately the following weekend the David Ayres had to be cancelled on the morning of the trial. Following unprecedented rain through the night and early morning the paddock was inaccessible and on safety reasons, the reluctant but necessary decision was made to not run. A decision not taken lightly as this is our National Championship round.

Preparation for the upcoming Tamar Trial has been a fairly constant thought for the team over the last few weeks. An early drive through identified the route we wanted to run and once again we are very grateful to all our landowners who are on board for another year.

We've tried to incorporate a variety of sections, a sprinkling of new sections planned and some very familiar names will again appear on the route card. Last weekend a few of us undertook some clearing, nothing too major luckily as of course the day we chose, it rained the whole time we were out. Spirits certainly not dampened though and with a good number entered so far, it would be brilliant if we could get a full running order. Entries close at the end of play on Friday 4th October, at the time of writing (26th September) we have 20 places left.

All info available on the club website

<https://www.lncmc.co.uk/>

If you would be free to marshal then Nigel would be delighted to hear from you, a road trial takes a lot of hands on deck to make it happen so if you can lend a hand on the day that would be great, just pop Nigel a message on 07902 542798.

By the time this goes out the Edinburgh Trial will have taken place, several committee and members are travelling up to either compete or marshal so I hope they all have an enjoyable and successful weekend.

All for now.
Simon R

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The Social Run

Joe Caudle put a lot of effort into organising the social run at the beginning of September, this allowed people to turn up in which ever sort of car they could muster, and they did. An eclectic group of cars congregated at the car park in Camelford, there was a real good variety, sports cars of all sorts, Chris Jory's beautiful Volvo Amazon, even a scruffy old 2CV bringing up the rear.

Vivien and I set off from the car park and immediately failed to follow the route card properly so that when we arrived on Davidstow's old aerodrome we were slightly bemused to see the rest of the contingent coming towards us, they were clearly going the wrong way, it couldn't possibly have been us could it? With a bit of regrouping at the Military Museum things sorted themselves out.

The route took us down some lovely lanes following the coast road to Crackington and up through Millook to Widemouth where some of us took advantage of the chance to have an ice cream, we decided it was probably a good idea to try and follow the route proper now and made our way up to Holsworthy, back down through Whitstone and then deviating off on a series of small roads to our final destination with the chance for a cuppa and cake, oh and to look at a private collection of fabulous cars, the owner of which gave us a brief talk explaining their history.

This was a nice chance to go out and potter the lanes with like minded people without any competition (well perhaps the navigating) all in all a very nice day.

J.T.





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The David Ayres trial, unfortunately on the morning of this event due to the heavy rain of the previous day and overnight it was decided to cancel the event on the grounds of safety, a decision of this nature is not taken lightly particularly after all the hard work that had gone in to it to prepare sections etc, but as vehicles were not even able to get into the paddock the organising team were given little choice.

We realise that some competitors had travelled a considerable distance to compete, hopefully next year the weather will be a little kinder to us.

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Forthcoming Events

Thursday 3rd October committee meeting at the Fox & Grapes, Lifton 7.30pm

Sunday 13th October is the Tamar Classic Road Trial, we have a bumper entry for this event so please, please if you can spare some time to marshal contact

Nigel 07902 542798 he would love to hear from you and as I've said many times, no marshals = no event..

Sunday 15th December is the Ron Beer Sporting trial, more news on this next month, so put it in your diary.

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Simon Oates has been out again.

The Roger Pole Taw & Torridge Trial

Sunday 15th September 2024

After the summer break, there was a resumption of the autumn trial schedule which saw the car enter Holsworthys' Taw Torridge Trial again after it was cancelled last year. Entries of 27 bikes and 35 cars was so encouraging for the organisers and competitors alike.

A late change of 'wingperson' saw Lisa Gregory step in for her son, Ashley Ruby, due to other work commitments for him. We trailered the car up to Clovelly and the start and Lisa was a little nervous but ready for 'A grand day out'. Photos were taken of the route changes and tyre pressures for the day by a very professional Lisa with the first couple of hills on 25psi (I run the car on 12psi on the road). We tootled on up the first hills easily and then reset the pressures to 14psi for the next three sections. Class 8 were put on 18psi, so we were quite lucky in that respect. All other classes could choose whatever pressure they wanted.

The 3rd section, **Lynches 1** took 2 points off us as I failed to turn left sharp enough after our restart and went steeply up a hedge. Only 8 cars successfully cleared the section. Two more points dropped on (4) **Lynches 2** followed by 3 dropped on (5) **Lynches 3**. Off to section 6, **Sewards Shimmy**, brilliantly navigated by crossing off on notes, resetting the trip meter and clear instructions again by Lisa including a reminder of free tyre pressures. In to the woods to find Rob Holden in his BMW Estate well and truly stuck at the bottom of Mouse Trap/Rat Run. Even with a dozen people on ropes, it wouldn't budge and a tractor was called for assistance which resulted with the section being cancelled.

Further in the woods to (7) **Daniels Fuz** where we barely got away from the restart to drop 4 more points. Back to the roads and a trip on to (8) **Langtree Common** where we watched Josh Cobbledick trying to reverse his X90 out of the section with something stopping progress. It turned out to be the exhaust dug into the ground and bent double, but with a bit of persuasion, he managed to get moving again. With it being sticky and a rutted, I put the tyre to about 12psi (should have been 35) and attacked the section. All was going well until we got to the top of the first big rise where we did an emergency stop without brakes. The rear diff had jammed in the roots? It seemed like 5 or 6 marshals tried to push us back but the bugger wouldn't move. Several more attempts followed and then it suddenly flew free with surprised marshals following looking for balance and something to hold on to. I think Simon Riddle found the muddy ground first. Once out we continued towards the next section only to find Josh's X90 on the side of the road with a broken rear Differential. Lisa was straight on the phone to Darren Ruby to bring a trailer for recovery – what enthusiasm and teamwork.

(9) **Hembry Castle** was next where we watched Andrew and Lorraine Rippon in their Beetle torpedo to the top, no problem then! (only car to clear the section) Off we went and stopped high on the restart. I tried with a gentle right foot which then became more aggressive and a load of bouncing. There was movement and the car very slowly trickled forward and eventually we passed the 6 marker for a 5. There wasn't much talking from within the car but the marshal said 'you both worked hard for that point'. A truer word never spoken, well bounced Lisa but only one spectator. Exhausted, we back tracked to the road and went on to (10) **Silklands** for a further 4 points to be dropped after the restart but there was a brilliant clear from Ray Ferguson in the other Class 7 Liege – well done sir. From here we had a lunch stop at Blackberry Farm Shop in Milton Damerel and consumed a yummy pulled pork sausage roll and coffee.

Refreshed, we were off through Five Lane Cross to (11) **Devon Yeomanery Butts** where we stopped as high as we could on the restart and sneaked a 5. Paul Watson had blown another tyre on his Golf GTI powered Imp and we lent some tyre levers for the repair. Once he got going he knackered the car on the restart which took him out of contention for the rest of the day. Through the woods to (12) **Adrians Aisle** where I took the wrong line off the restart and stopped on the right hand steep clay and root bend. On leaving the woods, we made our way North to two sections at (13 & 14) **Wemsworthy**. Both were as usual in the field on steep uneven grass. A lot of clutch slipping off both restarts worked both times to get two clears (only ones since the first 2 sections), a stinking clutch and cheers of relief from Lisa. These two sections were enough to help us to a class win. Back to the roads and the final section (15) **Cutcliff**. Those that came down after failing the section said that someone had dumped a half rotten silage bale on the restart. When we arrived at the restart, the slimy bale was to the left and I probably stopped too low amongst the detritus and tried to ease it off the line with no success. Another 5 points dropped and we were expecting a mid to bottom of class result but didn't know how the others fared.

Overall winner and recipient of the **Penhale Cup** was our very own Andrew and Lorraine Rippon in their Class 6 VW Beetle which they flew up nearly all the hills and only dropped 10 points (I dropped 37!). No question that this was a welcomed return of the trial after cancelation last year and what a Trial it was. Thoroughly enjoyed despite all my mistakes and knowing that Class 7 were never going to compete with Class 8 who only had one more restart than us and some higher tyre pressures on a few sections. Organisation and route directions were good with a few mileage discrepancies.

Thank you all that put the Trial together and a BIGGER THANK YOU to Lisa in the hot seat next to me. Roll on the **TAMAR TRIAL** on Sunday 13th October. Get your entries in quick if you haven't already done it, it's going to be an epic one!!

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Beanies on Tour

Yes they're still popping up.



Top left is Mr "O" doing his "cool look"

Top right Beanie hoping for a Pasty.

Left, Bob Blackman knows the correct attire for a wedding

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Tailpiece

After my stint at marshalling in Derbyshire I have to now put thoughts to the MCC Exeter Trial in early January, Phil Hingley has already pleaded with me to be my navigator (embarrassing behaviour from a grown man) so I conceded and agreed he could provided he buys the pasties, which for him won't be a hardship. Whilst in the "Peaks" as well as gathering photos for next month's edition my family very kindly treated me (birthday treat for Gramps) to a very interesting Motor Museum tour but more on that next month.

Wanted, Wanted, Wanted. On the basis of “you’ve gotta have a project on the go” I am on the lookout for a BMW R850 “Oil head” motorcycle, must be manufactured between 1992 and 2004 , an mot failure is acceptable as long as the engine is in good running condition, a small percentage of the weekly house keeping funds are available for the right machine, usual contact J.T. 07971 249783.

That’s it for this month folks, contributions to billjan299@gmail.com

