

November Newsletter 2024

And here we are aimlessly heading on into Winter and the season of dark evenings, it's a good job you have a bright and cheery newsletter to help while away 10 minutes of it (if you drag it out). The classic trials season is definitely in top gear with events coming thick and fast, there's never been a better time to get yourself frozen to the core and covered in mud to add to the fun, enjoy 😊

Chairman Simon has been busy

October saw the 77th running of the Tamar Trial dominate club activity and certainly the organising teams mind for several weeks, so my report ends up being pretty, well completely, one dimensional this month. A fantastic entry of 96 - we probably would've got over 100 if we had stayed open until the final hours but closed early with a few more than our 90 limit but all given a run due to expected non-starters/withdrawals.

We had many conversations and ideas around the logistics of the event for this year to try and keep things moving as smoothly as possible. One of the trickiest parts is the mileage of the route, it needs to be long enough to enable enough time for the kind marshals who are doing stints enough to get to their second sections, this seemed to work out about right.

We are very lucky that Proper Ansome are willing to be up very early on the Sunday to open as our start venue especially considering the fact they catered the Launceston Carnival the evening before. The finish returned to Wilsey this year and seemed very popular with competitors after the event, full of triallers and marshals and was great to see. The lunch stop at our meeting headquarters, the Fox & Grapes pub, in their function hall was well positioned in the route and again with thanks to them for accommodating muddy competitors.

The weather was kind, for both setting up and on the day. In fact so kind that some of the sections dried out remarkably with four of five days of dry weather. We had a new sections at James Tancocks land but opted not to put cars into there this time due to foreseeing possible early delays to the trial. The woods at Horsebridge dried remarkably and we thought running the opposite way round this year would help the flow, plus eliminating the rough bits from last year. It was good to get back into Cory woods for the first time since the mid 90's, Harts was again devilish to the solos, two long time classics followed -

Angel Steps was on form for chairs and the re-starters whilst Park Impossible as is expected took points of plenty of cars. A bit of respite then heading over to the north coast, and some familiar venues but with a few tweaks to the sections used. Our thoughts were if we can get everyone through the sections by 6.30pm we would be happy and the last car came out of Trevilla slightly earlier than this.

We had one clean sheet in the bikes, John Reeves making the long trip west for the second year running and taking back to back overall wins conquering the solos only section at Harts and the always difficult deviation at New Langleys with local man Matt Tilley next overall on 5 marks. Steve Urell & Julie Williams just piped the competition in the outfits, brilliant to have more of them back out and providing entertainment to all.

In the cars, also the one clean sheet. Duncan Stephens overcoming the always tricky class 8 restart at the end of the trial on New Langleys to preserve his clean sheet and win the Tamar Trophy. Roger Hancock continued his good run of Tamar results with 2nd overall, being split from the Class 3 of Matt Facey by test times. In fact all but 2 of the car classes made it into the top 11 of the overall results. Great to see several new comers to the trial as well as the more regular entrants and the travelling contingent that made the trip west.

Well done to everyone who picked up an award it would be great to see as many of you as possible at our awards evening in the new year. Of course, as soon as the event is over thoughts turn to what we can improve for next year.

I speak on behalf of our organising team with thanks to all. Those who entered and provided our biggest entry since the early 1990's, we hope you all enjoyed your day, huge thanks to the marshals for giving up their day to help ensure all ran smoothly. Also big thanks from the club to the marshals and all those that dealt with a problem that occurred earlier in the trial. Extended thanks also to the landowners, all of who are enthusiastic for us run through their land, come to watch, marshal and even provide recovery. Its a cliché but without all of the above there is no event.

Simon R

MCC Edinburgh trial

The end of September saw many of our members making the trek oop North for the Edinburgh trial otherwise known as a tour of the Peaks, I myself had once again volunteered to marshal so on the Friday Vivien and I did the long journey up, and it was long, about eight hours for what normally takes just over five, eventually our camper van (Trigger) pulled in to our daughter's in Darley Dale at the end of a somewhat tiring journey to be greeted by our lovely grand daughter and a very welcomed meal.

Up early and set off for Hobhay where at the top of the hill I saw the forlorn sight of Andrew Isherwoods Dellow with many of its panels pushed in after rolling down a deep pit at something like 3.00am , miraculously Andrew and passenger Hilary emerged bruised but otherwise ok, but it must have been a very frightening experience for them and luckily not nearly as bad as it could have been.

On section I met up with Ben Horton and wife who I first met a couple of years ago marshalling on the same section, we were blessed with good weather, due to the incident overnight many of the classes were not climbing our hill although we still had plenty to keep us occupied until early afternoon, generally things went ok and not too many people needed assistance. JT

Below are pictures of a few of the competitors.





Enjoying the Peak district in all it's glory on a beautiful sunny day.





The MCC Edinburgh Trial Friday 27th / Saturday 28th September

I'm not known for praising some of the previous more recent MCC trials. I'm not sure about the "Krypton Factor" part of the trial where opening and closing 5 different gates with a blindfold (it was night). I'm not sure about headmaster type punishments that are included in the regulations until the reports of entrant not doing as requested by marshals at the start, I won't grumble about them again, honest. I was also privileged to be handed a unique pair of hand crafted unique numbers for the front and back of the car in true "we can fix" it style at signing on. It must be a first trial not to have route amendments at the start after tireless efforts to contact all entrants with them before the start. It soon became clear of the time and efforts to update the trial and use more lanes to keep away from the revolting (potentially) locals for PR reasons. Many sections proved a challenge and made us work hard to get to the top which has moved the club back on track to honour the heritage and past pioneers of the club. I have to praise the time and effort from all involved for the past year and thank anyone that lives on the route. Nothing's perfect (apart from my wife apparently) but a plumbers van stuck across Corkscrew was perfectly timed for chaos. How did we do? Another class 7 victory which gives us an opportunity for a Triple if we clear the Exeter Trial in 2025. WELL DONE ALL.

Simon Oates

FOR SALE

BETSY

Many older trialist may remember Betsy being used in the 70's and 80's Purchased about thirty years ago in a very sorry state with no engine, gearbox etc. My intention was to restore Betsy to her original spec but never got around to it until recently

She has a re-built Ford 100E 1172cc engine. Fitted with a 28/36DCD Weber Downdraught Carb on a 4 branch manifold. 100E 3 speed gear box.

Complete new clutch, starter ring gear, rebuilt starter motor and alternator, new alloy radiator and electric fan, new electronic distributor, new electronic fuel pump, all new wiring, lights and switches, rear shocks, external alloy fuel tank, new Brooklands Aero Screens, seating re-covered, 18" front wire wheels with new 400 x 18 tyres and tubes, 15" rear steel rims with 650 x 15 crossply tyres. Rear axle is early Suzuki van (as used on most converted Liege trials cars).

£ OFFERS

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Tamar Trial marshalling

I collected Andy Prosser at just after 7.00am on the morning of the trial as we were marshalling on the first special test out near Treburley, we arrived in good time to check out our test which was basically from line A to stop astride line C in exactly 25 seconds, it was entertaining to say the least, no matter how Andy tried to explain some competitors just didn't get it, fortunately others did. Poor Andy went through it each time as if he were reading from a script before setting each one off. Techniques were interesting some counted Elephants, others trying to chant seconds, some just went like the clappers completely ignoring the fact it was to see how accurate they could be in timing, it was amusing to say the least, times ranged from 12 seconds to 49 seconds, but it did at least make people chuckle.

After a couple of hours at Treburley we eventually moved on to our afternoon stint which was "Mineshop" at Crackington. This was a more typical section with a restart, being on the start line it was good to be able to talk to competitors, most of whom were having a good day in the sunshine (lucky with the weather, Nigel's a champion at his weather dance). Eventually we got everyone through without any great mishaps, unlike at Barretts Mill where they woke up a Wasp nest and a few people had some nasty stings. With a bumper entry it was destined to be a long day but as far as I know everyone is now signed off and gone home.

J.T.

Tamar pic's





Another fine day for trialling, flying the national flag, thanks to Clive Tilley

The Tamar Trial *Sunday 13th October 2024*

The trial was moved a little earlier in October than usual and fitted in nicely 2 weeks after the Edinburgh Trial and 2 weeks before the Mechanics Trial at Stroud. This resulted in fantastic entries in bikes (38) and cars (58) from all over the country. In turn this potentially could present so many logistical problems for the organisers. A wet September and October dictated wet slippery conditions for all and dedication to manage to set up the sections, saw wonderfully prepared challenges throughout the day. Luckily the rains disappeared and a dry sky appeared for the day which helped to keep the sections moving with few queues during the day. It was refreshing to see typed scrutineering forms being used for everyone before the start to check all vehicles. I think it would be fair to say that some scrutineering had started to become a little haphazard before a few trials – well done, a step forward. Proper Ansome Café provided as much quality food as anyone ordered before the start which started everyone in good heart and with plenty of ballast. Once on our way after about 6 miles we attempted the first Observed Test at **Tresallack**. At the drop of the flag on line A, forward and stop astride line B and forward to stop astride line C. Easy to do unless it has to be done in 25 seconds without a clock in the car or bike! Every second above or below 25 seconds incurred penalty points. Times varied between 12.46 seconds and 43.75 seconds, we managed 27.94 after counting 1,001, 1,002 – 1,025 with a 10% error and 2.94 penalty points, could do better another year?, probably not. **Barrets Mill** and **Danescombe** proved bumpy and slippery but restarts were cleared. On to three sections in the 4 x 4 test area at Horsebridge where we dropped 1 point on The Twister. 10 miles to another couple of sections in **Cory Plantation** which hasn't been used for many years – it's nice to be back there with plenty of devious possibilities for the future. On the way there was a bit of verbal abuse from a lady (?) in a Mercedes estate who wasn't happy about 3 cars reversing back for her and leaving a gap big enough for a lorry! I'd parked in a gateway and still got abuse. **Lee Quarry** had to be abandoned due to a smoking incidence involving Paul Watson in his Golf GTI powered Hillman Imp from Stroud. I've now offered him the Liege for the Exmoor Clouds in November, I must be mad! **Angel Steps** was its usual self with a very slippery restart for us which was doable if the front wheels were on the restart line. You've guessed it, I stopped high and failed to pull away. Lunch stop was at the **Fox & Grapes** in Tinhay where refreshments and toilets were offered. A fine drink and eatery if you're in the area. Break over and a mile up the road to **Park Impossible** and a lower restart for us. I thought that I'd plotted where to stop well (top of restart above the right stone) but failed to get any momentum when pulling away despite synchronised bouncing with Paul Bunn my bouncer. That made 11 points dropped so far by us and three Class 8 cars were still clear. Everything in the trial had so far been south of the A30 (last year the north sections were given a break), so now we ventured north of the A30 to **Scarsick** and another timed special test through a stream. Once completed, we ventured on to Crackington with appropriate tyre pressures and a restart. A couple of miles further on to two sections at **Trehole Farm** supported by the Ward family and necessary recovery vehicles. Once completed, back to the lanes and a short dash for the last sections **New Langleys** and **Trevilla**. We were lucky enough to have a lower restart on New Langleys just below the worst of the tree roots giving time and room for a bit of momentum. Very slippery with room to the left at the top if required to take the gradient out of the hill. On the last section Trevilla, we went wide in the old quarry but just managed to get around a slippery side of the hill and slithered past the 4 marker without touching it to clear the section – phew! We finished and watched a few more

cars on the section which is a bit like a small Crooked Mustard from the Cotswold Clouds. The finish was at the **Wilsey Down** where we signed off, handed numbers in and supped a pint of best bitter. A great trial with monumental efforts to arrange such a good trial. Thanks to all involved especially marshals, land owners and all that supported the trial including all that entered and took part. I hope you all enjoyed it as much as I did. We resulted in 2nd place in Class 7 and 8th overall. Class 7 had Liege cars in the first three places with Ray Ferguson dropping 4 points on the last section (he would have won the class otherwise by 0.09 secs – gutted for him and Hannah!), but at the top for his first class 7 win in a Liege were John & Natasha Early. Their trip down from Huddersfield was rewarded in the best way possible – legends.

Simon Oates

Events calendar

7th November committee meeting 7.30pm at the Fox & grapes Lifton.

30th of November for those who like a bit of speed there is the Exmouth memorial Car Rally, the organisers would love to hear from anyone wanting to marshal.

1st December Camel Vale MC have their Camel Classic trial, if you're not competing then it's a good opportunity to marshal and help them out, details on the C V website.

7th of November Holsworthy MC are holding a meeting at The Bradworthy Inn (the Pub) 8.00pm to discuss the Chairmans Trial and all other events, it's an open meeting all are free to attend.

15th December is the date for the Ron Beere sporting Trial to be held at Ashleigh Lifton, come along for a great day out watching those strange little cars climb impossible hills, better still marshal, contact Mike Wevill 01566 784451.

LongTailpiece

So after my day of marshalling on the Edinburgh it was my birthday, our daughter had very thoughtfully bought tickets for us all to go to a fairly new car museum in Ambergate, Derbyshire called the "Great British Car journey" a museum based on British car production. So after Sunday lunch we all trundled off to have a look, it was both informative and hilarious in a funny sort of way.

There was all the usual marques that you would expect to see , Ford, Austin, Vauxhall etc along with some strange little vehicles that despite my ageing years I had never come across.

Daughter Crewenna was laughing when we happened upon a split screen Morris traveller as what mum used to take her and her sister to school in, there was the much derided Austin Allegro ,even the Estate version, (miniature hearse) one of my old cars the early Vauxhall Viva, nicknamed the “mars bar” because of its square shape, dreadful, and so many more, even a Nash Metropolitan, once described in Hot Car magazine as the sort of car a prostitute would go on holiday in.

You couldn't help talking about their strange ways, the Triumph Herald Estate that seemed to constantly rattle it's bodywork, the ford 100E I had that wouldn't start on the starter but would on the starting handle, highlight for Vivien was a 1953 Jowett Javelin , her father used to maintain one of these for a wealthy family and he actually navigated in one in the 1955 Monte Carlo rally, respect! It had a lovely wooden dashboard with a beautiful domed compass, presumably standard fit, early sat nav?

We spent a couple of hours wondering around before going in to their “filling station” café and then back in for a final wander. There is even an opportunity to drive a variety of these cars (at an extra cost) but the memories for me were enough without having to be subjected to it again. If you were rude enough to over hear conversations it was a constant description of the cars and their foibles, lovely. The next time you find yourself in Derbyshire take a detour to Ambergate , well worth a visit.





That's all for this month folks see you in December, (don't mention Christmas)

J.T. thanks to the contributors. billjan299@gmail.com