

January newsletter 2025

So here we are entering a new year although I doubt the weather will give many clues as to the time of year but at least the days are now set to lengthen in terms of daylight hours which has got to be a good thing. I think we can all look back on last year with as being a pretty good one for the club so I suppose we have to work/play even harder if we want to achieve more in 2025, but whatever you wish for let's firstly make it a happy one and hopefully the other things we wish for will follow, you know like a gert big beamer engine in the 2cv.

From our Chairman

As it's January's edition I would like to wish a Happy New Year to you all.

You may have already seen my post congratulating our club and committee members on a highly successful classic trials season but for those without Facebook, we had 5 members earn trophies from the final 2024 standings.

Wheelspin Championship

Jack Selwood - 3rd

Andrew Rippon - 5th

Crackington Championship

Simon Oates - 1st

Karen Warren - 2nd

Red Rose Bowl

Andy Beveridge - 1st

Very well done to you all and your passengers, great to see.

Mid December saw our final event of 2024, the Ron Beer. A very slippery day with a mixture of woodland and grass sections. A nice relaxed atmosphere in dry weather on the day (still a chance to debut the new LNCMC coat) which made it pleasant to marshal on - along with the company of course! Well done to Alan Murton who came out on top at the end of the day. Thanks of course to those that marshalled and officiated on the day and to the landowner.

Good luck to all out on the MCC Exeter Trial in very early January, hoping the weather on the night and day is kind.

A timely reminder that memberships for 2025 are now due. 2024 was one of our best memberships yet so that theme would be great to continue into the new year.

Looking forwards, our next event is our awards evening on 21st February at Trethorne.

All for now,
Simon R

A few photos of the Camel Vale Classic trial in December





The Camel Classic *Sunday 1st December 2024* *with Simon Oates*

After a week of trying to dry out following a disappointing Allen trial, I was looking forward to the last trial of the year. Solid rain on Saturday but a reasonable forecast for Sunday which should make fantastically tricky conditions under foot. Ashley Ruby took the wingman's seat and was picked up at 8am (late start for a change) and we trailered the car down to Bodmin where we parked up away from the Borough Arms (start venue) as there was limited parking due to a full entry on the trial. Car off trailer, down to the start and signed on under the gazebo in the pub car park. All done super efficiently and with beaming smiles as usual. The pressure was on me in the championships due to my poor showings in the previous two events, so a class

win was the target for the day. Left out of the car park and followed the route card for 5 miles to Hustyn Woods and the first section **Hustyn (1)** which was proving slippery and tough with only 3 of the 29 cars in front clearing the section. The tyres were down to 7 psi and I put my foot to the floor and just scrabbled over the top to clear the section. Ray and Hannah Ferguson in another Liege three cars behind had a brake hose burst on this section which unfortunately meant an early bath for them. Through the woods to **Chestnut Rise (2)** where we dropped 4 points. Paul Watson and Mark Hobbs in their Dutton Melos started with gusto until their new prop shaft decided enough was enough.

Let's hope next years trials are all completed without incidence. There was only one car clear on the section which was Ian Moss in his beautiful Lypiatt Special, well done that team. **Mine Shaft (3)** was used by bikes and Classes 7 & 8 and posed few problems although a we needed a long rope and 4 x 4 to pull Francis and Phil Thomas in their melos off a tree stump near the top. I gave points away on **Jab and Left Hook (4)** where I couldn't clearly see the top left restart marker until it was too late and stopped just below a root which I should have stopped on or above. As we got to **Pump House Climb (5)** we soon had a car stuck at the bottom whilst reversing down. A rope on the back of Gareth White and Francesca Wilkins Mercedes soon pulled it around and off a root to avert disaster.

When it was our go we managed to drop 1 point and reversed down very carefully. Further in to the woods to the tongue twister Pleasant Feckers Son (6) (**Pheasant Plucker's Son**) where we had the higher start line and a restart in the tree roots around a slippery left bend. We dropped 2 and should have stopped at the top of the restart box for a chance to clear the section but a bit of drizzle didn't help either. On the way out of the woods we were given an Observed Timed Test around a loop, into a ditch and astride the finish line, done without infringement! Back on to the roads for about 20 miles to Penkeastle Downs for a further three trying sections. **Penkeastle 1 (7)** proved as slippery as usual with roots and clay stopping forward movement after a zig zag. We didn't even get to the class 8 restart and dropped a further 6 points. It's a mystery to me how the class 8 cars climb so far even when they have a restart – respect to you all. Unbelievably one car got to the top – Adrian and George Marfell in their VW Special, what can I say? Further through the woods was **Penkeastle 2 (8)** with a restart that we moved off just enough to cross the 6 marker for a 5.

Quite a few of the sections result in all cars come back down the sections even if they successfully clear the section as there is no other clear route out. Once back to the bottom we return along the access track to **Clinnick (9)** where we sign a disclaimer form in case of accident and confirming our brakes work correctly. The only clears so far were bikes and the highest of the previous 24 cars was a 2. We scrabbles for grip and didn't quite gain enough speed or traction to clear the section and joined the "2 club". Six of the class 8 cars cleared the hill, even with a restart! John & Natasha Early in the green Liege had again been having problems with a misfire and were still very competitive but the hill was rough enough to break their distributor cap on the bulkhead of the car and end their trial. A bit more clearance needed before their next day out. Back to the roads and on to Laneskin Woods and **Where There's a Hedge (10)** which defeated all class 7 & 8 cars but we managed a 5. Two bikes and unbelievably two chairs managed to clear the section, not an impossible task after all! Further into the woods to **Laneskin (11)** for a blast to

the restart and all the way to the top. Once completed we followed the arrows to **Ant Hill (12)** without a restart for us this year which proved easier than last year.

Road bound to the last test and sections at Helligan where we completed the Special test in a respectable time and immediately to **Helligan 1 (13)** for a straight blast up through the trees taking some of the wiggles out of play and reaching the 4. No cars cleared the section but one legend on a bike got to the top with a deviation – John Reeves! The last section, **Helligan Zero (14)**, without a restart for us, proved impossible for our class to clear. The final right up a clay and root bank and into the woods wasn't passable for us and another 5 points were dropped. We stayed behind to watch the class 8 cars have a go and three managed to clear it all after a restart. It was interesting watching information about the hill being transferred to the bottom by some, but wow, some brilliant styles and different tactics used around and after the restart box. What a way to finish the Trialling year with a proper traditional event in all the best ways possible. Fantastic comradery, stopper hills, variety of sections etc, even the weather played its part, it was proper lush! Some aren't comfortable with the use of I.O.P. % for the final results, but that is up to the club. Neither do they penalise the timed observed tests where the times are only used for countback in a tie break situation.

Lowest score of the day was the chair of Mark Seward & Patrick Keat on 4 points and I.O.P.% of 28.57 who won the bikes overall and the Wadham Stringer Trophy. Cars overall was won with 25 points and I.O.P% of 52.74 by Matt, Holly & Dolcie Facey and even father Ian and Gregg Warren had a class win as well. Best Camel Vale member was won by Keelan and Ross Hancock with only 11 points dropped and I.O.P% of 66.27. Andrew & Lorraine Rippon in their class 6 Beetle had a class win, Andrew Beveridge also had a B1 class win and I managed to top class 7. A brilliant days sport and thanks go to all that made it happen and supported the event. After loading the car on the trailer and getting home, the car refused to start with no spark. Two days of a heater running under a wet disassembled dash got her going until I put it all together again. Many hours of making sense of a hybrid Reliant / Suzuki wiring loom eventually traced it to corroded connectors, fuse box and replacing a FIA cut out switch. Trialling can be so frustrating!

The Ron Beer sporting trial – Sunday 15th December.

By Andy Prosser

As can happen in so many ways, it's funny how the weather can change things. On the Thursday before the trial, Mike Wevill, Alan Murton and myself met at Ashleigh Farm, Lifton to lay out six sections for the trial on Sunday by kind permission of Paul Webber . This is a wonderful venue to run sporting trials with a good choice of sections on a steep grass field and even steeper woodland.

When we had finished laying out the sections in the dry the final debate was what tyre pressures did we think we should run on the day, six or perhaps eight maybe? Prolonged periods of heavy rain over the next two days made the decision very easy, the conditions were so slippery that competitors were told that they could run whatever pressure they liked. I don't remember this happening for quite some time,

particularly at this venue as a lot of the sections are well protected from the worst of the weather, but just standing up was sometimes made difficult. Even our club chairman Simon Riddle fell flat on his back at one point making rather a mess of his brand-new club jacket (great jacket by the way, please order from Lorraine Rippon).

We ran the sections four times, giving twenty-four hills for the nine competitors to attempt. I had already modified the sections early that morning to take in to account the extremely slippery conditions and even then, with free (which understandably means very low) tyre pressures, there was only one clear over the first three hills, predominately in the woodland with grass at the top, which very few managed to get to. Another beauty of the scope of this venue is that we are able to provide a good variety of sections, four being a mix of woodland and grass, one grass only and one woodland only this time, so this also adds to the challenge.

Matt Sharp had travelled all the way down from Yorkshire to try out a new engine in his Crossle which had just been built by our club member Alan Murton in readiness for the Gold and Silver star final, which this year is going to be held in Northern Ireland – a long way to go to get wet and muddy. With competitor Mike Wevill only living a mile down the road, this made it a truly nationwide affair. At the end of the day the trial was won by Alan Murton with a score of 90. Matt Sharp was second and very close behind on 93 – this must suggest that a Murton built engine is the one to have? Or maybe it was because father and son, Jon and Calvin Moores were their passengers? The combined rookie and clubman class was won by Stewart Stamp on 121, with Nigel Shute second on 138. The fact that there were only 23 clears out of 216 attempts and the scores ranged from 90 to 201 highlights how challenging the conditions were.

At the end of the day it proved to be a very enjoyable event for everyone involved, with a superb friendly atmosphere throughout. A big thank you must go the marshals who did a fantastic job, without whom no event can take place and who had to do a fair bit of car pushing from time to time, and Mike Wevill who handled all the pre-event paperwork and signing on etc. And of course, the competitors for supporting the event, several of whom had travelled quite some distance.

Below:- A very happy Alan Murton, winner of the trial with passenger Calvin Moores.



Below:-Winner of the combined rookie and clubman class, Stewart Stamp with his wife Susie as passenger.



And finally, passenger Nigel Cowling studying the slippery conditions whilst driver Mike Wevill looks like he's thinking

“Never mind staring at the ground Nigel BOUNCE”



LNCMC Events Calendar 2025

DATE/TIME	EVENT
21/02/2025 7:00 pm	Awards Evening <i>TBA, TBA</i>
02/03/2025 All Day	Launceston Trial Classic <i>Lewdown Area, Chilliton Devon</i>
06/03/2025 7:00 pm	AGM 7:00pm <i>Fox and Grapes, Lifton Devon</i>
17/05/2025 All Day	Northgate Sporting Trial BTRDA & ASWMC Round <i>Ashleigh, Lifton, Lifton Devon</i>
01/06/2025 All Day	Carr Cup Testing Trial <i>TBA, TBA</i>
14/06/2025 All Day	Spry Sporting Trial ASWMC Round <i>Higher Frankaborough Farm, Broadwoodwidger</i>
06/07/2025 All Day	Motor Traders Car Trial ASWMC Round <i>TBA, TBA</i>

DATE/TIME	EVENT
08/07/2025 12:00 am	Social Run Date TBA Please Ignore Date Shown <i>TBA, TBA</i>
17/08/2025 All Day	Invitation Testing Production Trial <i>Trevilla Farm, Marshgate, Camelford Cornwall</i>
14/09/2025 All Day	David Ayers Sporting Trial MSUK, ASWMC & BTRDA Round <i>Trevilla Farm, Marshgate, Camelford Cornwall</i>
12/10/2025 All Day	Tamar Classic Trial ASWMC & ACTC Round <i>East Cornwall & West Devon, None</i>
14/12/2025 All Day	Ron Beer Sporting Trial ASWMC round <i>Ashleigh, Lifton, Lifton Devon</i>

Tailpiece

So January 3rd/4th of January will kick off a new motorsport year for many of us with the MCC Exeter Trial.

Mona the 2CV was “good to go” when last checked but that means nothing , it’s more of a case of when I set off to pick up Phil Hingley my passenger late on Friday night that she still wants to play. The run up to Haynes will be a sedate one as I’m still running in the rebuilt engine although I’m probably not alone on that.

Good luck to all taking part and a big thankyou to all those marshals who brave the elements so that we can come out to play.

Happy new year to all of you.

J.T.

Please keep the contributions coming to billjan299@gmail.com

