

2011 Events Calendar



Don't miss the Tamar Trial on October 23rd. Last year's event was recognised as the ACTC Trial of the Year for 2010. Clerk of the Course Pete Cooper is seen here receiving the award from Liz Bennett at the ACTC Annual Dinner & Dance.

Event	Date	Status
Motor Traders Car Trial (Production)	04-09-2011	Club Sport
David Ayers Sporting MSA, ASWMC & BTRDA Round	18-09-2011	National B & Club Sport
Tamar Classic Trial ASWMC & ACTC Round	23-10-2011	National B & Club Sport (Class O)
Ron Beer Sporting Trial	27-12-2011	Club Sport

For Details or as Marshals are needed for these events
Please contact Mike Wevill
01566 784451

CLUB NEWS



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New Date in the Calendar
Motor Traders Trial
September 4th
DON'T MISS IT!

August 2011

MCC Lands End

There's Gold in them there hills—Ray Goodright

I sold my Arkley Midget last year and was suffering trial withdrawal symptoms by February this year, made worse by again being entry-taker for the Lands End Trial. Adrian Booth then kindly offered me the use of his TR7 to compete in and although it had failed to finish all three of the trials previously entered, I accepted.



Adrian had various problems to fix on the car, most importantly the broken differential suffered on the last event, so I didn't get to drive the car until two days before the Lands End. The test drive didn't last long due to misfires when hot, a severe sticking throttle and horrible grinding noises from the back of the gearbox that developed after driving a few miles. I returned the car to

Adrian who discovered a number of rubber bushes holding the remote gear-lever housing had perished, allowing the bottom of the gearlever to drop onto the rotating prop shaft. With the bushes replaced, misfire cured by minor carb adjustments and plenty of oil on the throttle cable, carb linkages, etc, I packed the car and crossed my fingers that we would get to the end.

In the event the car performed perfectly, the only "incident" being the need to change a wheel when waiting to attempt a section, my navigator/bouncer Ian having noticed it looking a little under inflated. We cleared every section, the re-start at Bishop's Path being the only problem, requiring lots of energetic bouncing to get the car to slowly crawl away.



LIFE BEGINS AT 60

The Cobra was a superbly powerful car and very responsive. I only wish I could have driven it last when I had a slightly better feel. On the track at the same time I ran were exotic Ferraris and Lamborghinis from owners clubs on a track day.

I was somewhat in awe considering the value and history of the vehicles I was driving and the other cars on the track at the same time. Clearly I did not wish to miss a gear, spin off or, worse still, tangle with a Ferrari. Whilst I do have experience of driving old pre-synchromesh cars I had not driven anything as fast as the Cobra. Many years ago I did some laps of Thruxton in a Formula Ford but this was something else. The instructor sits beside you in the passenger seat and carefully watches the mirror for fast approaching cars but otherwise, basically seems to leave you alone.

Next up was the Aston Martin DB4 which was comparatively slow and decidedly showed signs of its age. This model led to the iconic James Bond model.

Finally, into the lightweight 4.2 E Type Jaguar which ran really well and by this time I was becoming much more confident.

Suffice to say that I was not able to take Woodcote in a full four wheel drift but I did think I handled the chicane OK and used the entire road. I do not know whether the instructor thought I was safe, felt sorry for me with poor pace or possibly thought I was no harm to anyone but he let me have a further lap in the E Type.

The experience was over all too soon. I could feel that I had partaken in something from a golden age of racing which I had read about in "Motorsport" and seen much film footage. Certainly I would love to have the opportunity of putting in more laps, particularly in the Cobra or even my own road car but I will never be a threat to the regular historic racers. Indeed, I am not expecting a 'phone call from Red Bull anytime soon.

Now it's back down to earth with the other practical consolations such as bus pass and winter fuel allowance.

Thank you boys, I now, have the memory, certificate and 'photos.

Mike Wevill



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

LIFE BEGINS AT 60

One consolation of reaching 60 years on this earth was my boys gifting me a Classic Car Experience at the Goodwood Motor Circuit.

Whilst my birthday was at the end of January I was not able to organise a trip until July when Pam and I arranged a weekend away at Chichester.

Panic stations set in as I thought that I was going to miss the experience as on the day before somehow or other I badly strained two joints in my left hand and in typical male fashion was in serious pain.

However, after the application of lotion, pain killing and anti inflammatory pills and bandaging up I could cope. Arrived the day and things were not too bad.

Arriving at the circuit on a pleasant July day the directions were to drive through the tunnel under the track. After a cursory look around the facilities it was on to the signing in and briefing and deciding upon the choice of cars. The experience involved choosing three laps each in three of the four cars available these being a 4.2 lightweight E type; an Aston Martin DB4, a 350 bhp replica AC Cobra and a Porsche 911. I elected to drop the 9.11 on the premise that I could probably arrange a 911 drive anytime.

I have been to the Goodwood race circuit about 4 times for the revival meetings and have walked around the perimeter of the circuit from Woodcote around to St Mary's (about three quarters of the track). However, this does not prepare you for the speed and the angles of the curves. To assist there are cones to mark apexes and St Mary's to assist with the line and there are also distance boards to help with making points. These Classic Car Experiences are very professional run by Mithril Racing.

Unfortunately I drew the short straw and my initial three laps had to be taken in the AC Cobra. It took me the whole of the three laps to get much committed to memory. Mike Wevill

MCC Lands End



I anticipated the trial being classed as easy, due to the dry conditions and the fact that we cleared every section in an unknown car. I expected "Golds" to be plentiful. In fact only two of the twenty cars in Class 5 went clear, Dave Symons (also L&NC motor club) winning the class with us runner up, three seconds slower on special test

times. I was delighted with the result, as was Adrian, his car having at last got to the end of a trial, especially as the Lands End Trial is by far the longest of them all. We had shown there really can be "Gold in them there hills".

I want to say a really big, public "Thank You" to Adrian for letting me use his TR7, it was a great experience in a very well set up, competitive car.

PS The following weekend Adrian used the TR7 in the Flora Trial. I expect you've already guessed - he again retired with a mechanical problem!



The photographs that illustrate this report are taken from the TR register Cornwall Group gallery

<http://www.groups.tr-register.co.uk/cornwall/the-land-s-end-trial-23-04-2011.html>

Ray can also be seen in action at Bishops Wood restart on YouTube

Testing Trial—In at the Deep End!

Although somewhat surprised to have ended up with the job of Clerk of the Course having only very recently joined the committee I was actually quite looking forward to having a go. Although not a style of event I had ever competed in or even spectated before I had a few ideas of what I could set out to hopefully provide a fun days sport. The first challenge however, was to update the regs and entry form for this year and then post out the forms to all the people on the mailing list. At 36p per 2nd class stamp - using 'snail mail' is certainly a very expensive way of getting things out to people now (e-mail is most definitely the way forward). Entries came in quite slowly over the next couple of weeks; pleasingly we still had enough to run the event. Most of the entries received were from non-members so with all of these joining the club our membership has increased which is positive.

Luckily the weather on the day was reasonable and quite warm. We ended up with 14 entries with a mix of vehicles. (1 outfit, 3 solos, 1 sporting trial car and a mix of trial and production cars, several of which had double drives). Setting out the course in the morning I was unsure whether what I had jotted down as ideas could be set out - having not seen the venue beforehand, as it transpired there was plenty of room to set out several long, open sections.

Myself and Andrew Craddock went around the field and marked out the course using poles to act as gates and trying to make each section/test different. A lot of what we set out was fairly spontaneous and involved guess work in judging how wide each 'gate' should be, how much room to allow between bollards etc. and how long to make each test. Andrew was also helpful in adapting some of the test to suit the motorcycle classes. In the end we laid out 5 tests all quite different to each other and hoped that they would be enjoyed by the competitors. Meanwhile Sean had been kept busy dealing with the entry forms, new memberships and all the other paperwork for the day and by 2 o'clock with marshals also arriving we were all set to go.

The first two rounds seemed to go smoothly, there were few delays, the weather held and competitors found the grassy surface to be quite slippery in places. I had given each marshal a diagram of their section and explained it to them which they then relayed to competitors so I had expected few time penalties to be recorded - however the brain works in a different way went being tested against the clock!!

Simon Riddle (Clerk of the Course 2011)

Testing Trial Results

No.	NAME	ROUND 1	ROUND 2	ROUND 3	ROUND 4	SUM	INDEX	TOTAL	FINAL POSN.	AW
14	CAROLINE UGALDE	217.05	214.16	308	244.1	983.31	0.9	884.98	8	
27	ROGER UGALDE	193.29	207.91	276.28	268.2	945.72	0.9	851.15	6	CLASS
15	KEN BEST	189.46	244.38	234.6	220.7	889.11	1	889.11	9	
16	DAVID PROWSE	238.13	179.06	201.57	236.7	855.45	1	855.45	7	
17	STEPHEN VEAL	280.23	211.7	220.32	222.6	934.82	1	934.82	13	
26	STEPHEN MOIR	209.55	222.9	273.4	221.5	927.31	1	927.31	11	
18	BRIAN RIDDLE	304.21	220.22	272.42	238.4	1035.2	1	1035.24	14	
19	SIMON GROVES	173.47	187.71	192.15	191.6	744.96	1	744.96	2	CLASS
20	TRISTAN WHITE	161.66	148.58	172.28	192.7	675.21	1	675.21	1	Invitation Trophy
21	CALVIN KNEEBONE	157.01	143.1	155.33	155.7	611.13	1.25	763.91	3	
22	BUSTER GRIFFIN	145.98	251.1	154.09	179.4	730.56	1.25	913.20	10	
23	CLAIRE HASKINS	176.61	173.42	212.99	180.2	743.18	1.25	928.98	12	
24	ANDREW CRADDOCK	180.81	161	156.79	147.9	646.52	1.25	808.15	4	CLASS
25	STEVE URELL	155.47	175.4	170.29	171.9	673.07	1.25	841.34	5	

FREE TICKET OFFER



world series
by RENAULT

Ray Goodright has two free tickets to the Renault World Series at Silverstone on Saturday and Sunday 20/21 August going spare for anyone who wants them.

He got four but now only need two .

The race programme has the Clio Cup, Megane Trophy, Formula Renault and World Series 3.5 cars plus Renault F1 demos. There are lots of off track activities too, F1 simulators, F1 Pit Stop Challenge, etc. The tickets can be used on either or both days. If anyone you wants them let me know.

Rays email address is—

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