

Upcoming Events

2014 Events Calendar

EVENT	Location	Date	Status
David Ayers Sporting Trial MSA, ASWMC & BTRDA Round	Trevilla	15-09-2013	B
Tamar Classic Trial ASWMC & ACTC Round	East Cornwall & West Devon	27-10-2013	B
Ron Beer Sporting Trial	Harrowbarrow	29-12-2013	C

YOUR CLUB



NEEDS

YOU

PLEASE Officials and Marshals

Contact Competition Secretary Mike Wevill
for more details of these events
01566 784451

CLUB NEWS



CLUB PRESIDENT	Robin Moore	01840 213273
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Launceston & North Cornwall
Motor Club Ltd

Member of the Association of South West Motor Clubs



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

August 2014

Editorial

After a long period of inactivity a sudden influx of copy together with the need to remind you of our flagship events in September and October has prompted this publication.

Please support the David Ayers and Tamar Trials—both need competitors and particularly officials and marshals to be successful. I look forward to seeing you out soon in some capacity and hope you have a an enjoyable and successful season of motorsport.

JC

68th Tamar Trial

Yet another year has passed quickly and the 2014 Tamar Trial is approaching fast. The team has been working very hard with Simon Riddle and Nigel Cowling setting up a new course with some the old favourites and some new hills. The course distance has been reduced to help with the economics for the competitors and we also hope that we finish in the daylight.

We have a new start this year which will be at the Storm Night Club, Pennygillam Industrial Estate, Launceston. The Pit Stop cafe will open for breakfast and the ladies of Marystow Church already have the cups polished and tea pots warming through ready for your lunch stop. The start is only two miles from the finish at the Wind of Change pub. This will help if any competitors wish to stay in the area the previous night as there Hotels, B&B's in the area. Bob Slatter the secretary is busy with the mountain of paper work, hopefully all is going well. Mike Wevill, Chief Marshall is already bending a few ears to help marshall on this event. If you can help if just yourself or if you could form a team to control a hill then Mike would be very pleased to hear from you. We need all the help that we can get for this event. His telephone number is 01566 784451. The entry forms will be available soon from Simon Riddle telephone No: 07920 482078. The entry is limited to 100. The running order will be at Simon's discretion so get your entry in early to avoid any disappointment.

Hope to see you on the day.

Pete Cooper

Motor Traders Car Trial

Launceston & North Cornwall Motor Club Ltd

June 29, 2014

Motor Traders Trial

No	Name	Class	1	2	3	4	5	6	sub	1	2	3	4	5	6	sub	1	2	3	4	5	6	sub	1	2	3	4	5	6	sub	Total/Place	Award	
1	Philip Thomas	0	0	5	5	3	4	6	23	0	5	0	3	3	6	17	2	3	0	7	5	4	21	0	3	0	6	5	4	18	79	1st Class Award (Classes 0+1)	
2	Darren Ruby	0	n/s																											n/s			
3	Francis Thomas	0	0	5	5	6	5	7	28	0	5	0	3	4	5	17	3	4	0	7	6	4	24	1	3	0	6	5	4	19	88	11	
4	Mark Hoppe	0	0	5	0	3	4	6	18	0	5	0	3	3	5	16	3	3	0	7	6	4	23	0	5	0	6	4	4	19	76	7 Class Award (Classes 0+1)	
5	Pete Townsend	0	8	5	6	4	7	6	36	0	5	2	5	6	7	25	3	3	0	7	5	5	23	1	3	0	7	5	5	21	105	15	
6	Luke Blaber	1	0	5	2	4	6	8	25	8	5	0	3	5	7	28	7	5	0	8	6	5	31	8	5	2	6	6	4	31	115	17	
7	James Shallcross	1	0	5	5	6	5	9	30	0	5	4	4	5	9	27	3	4	0	6	5	5	23	4	5	4	7	5	4	29	109	10	
8	Brian Alexander	2	0	5	6	6	5	5	27	0	5	0	0	5	5	15	5	3	0	4	5	3	20	3	5	0	4	4	0	16	78	8	
9	Andrew Martin	2	0	0	0	0	0	3	3	0	5	0	0	0	4	9	2	0	0	0	1	0	3	0	1	0	0	0	0	1	16	1 Motor Traders Trophy	
10	Tim Edwards	2	0	5	0	0	5	6	16	7	7	5	2	3	5	29	4	5	0	4	5	4	22	7	2	0	4	6	3	22	89	12	
11	Becey Macey	2	0	8	0	0	3	5	14	0	5	0	0	0	4	9	3	0	0	0	5	1	9	4	0	0	0	4	3	11	43	4	
12	David Robinson	2	0	0	0	0	2	4	6	0	5	0	0	0	4	9	1	0	0	0	4	1	6	1	0	0	0	0	0	0	1	22	2 Class Award (Class 2)
14	Joe Caudle	2	n/s																												n/s		
15	John Arscott	2	9	8	6	6	5	9	43	0	5	6	3	5	6	25	7	3	6	6	5	6	33	7	4	0	9	5	4	29	130	10	
16	Hans Viertel	3	0	5	5	0	6	4	20	7	5	0	0	6	4	22	3	4	5	4	5	4	25	7	3	0	3	5	0	14	59	5	
17	Roger Teagle	3	0	5	0	0	7	4	16	0	5	0	0	5	4	14	2	0	0	4	5	4	15	0	5	0	4	5	3	18	98	14	
18	Chris Barker	4	0	8	5	5	7	9	34	0	6	0	2	5	8	21	2	4	0	6	5	8	25	2	3	0	5	5			n/s		
19	Simon Riddle	4	n/s																													n/s	
20	Graham Barker	4	0	8	6	2	5	6	27	0	5	0	2	5	5	17	4	4	0	7	5	7	27	3	5	0	5	5	0	2	23	93	13
21	Steve Ball	4	0	0	0	0	5	3	8	0	3	0	0	0	4	7	1	0	0	3	2	0	6	0	0	0	0	2	0	2	23	3 Class Award(Classes 3+4)	
22	Simon Oates	4	n/s																													n/s	
23	Roger Hodgson	5	0	5	5	0	5	5	20	0	5	0	0	3	6	14	3	0	0	0	9	3	15	4	5	0	3	5	3	20	69	6 Class Award (Class 5)	
24	James Werren	5	ret																													ret	
25	D Crooker-White	0	4	9	6	8	6	10	43	0	5	0	7	5	6	23	6	3	0	7	8	8	32	7	4	0	6	5	4	26	124	18	
26	Andrew Skinner	0	8	8	7	6	6	9	44	0	5	4	7	5	7	28	7	3	6	7	5	5	33	6	5	5	7	5	4	32	137	20	
27	Katrina Werren	5	ret																													ret	



Philip Thomas's concentration was rewarded with a 1st Class Award

Winner of the Motor Traders Trophy after a great drive was Andrew Martin in the family's pet Escort.



VSCC Prescott Hillclimb



This was a familiar car—it competed in the MCC Exeter Trial in 2013. Ben Colliing's 1903 60HP Mercedes with over 9 litres is always a spectacular sight.



Also competing on a different type of hill from that it was originally intended for was this Allard. "Tailwagger 2 is shown in current guise below and competing on a trial as it should in the photo—left.



Out and About with John Turner

I've been fortunate enough to do three weekends of back to back motorsport all completely different. July the 13th found Vivien myself and Molly the Collie travelling to Goodwood for the climax of the inter schools "Goblin" electric car racing. This is a low budget series of events to get junior schools to build a car from kit form and to race them, the idea being that the pupils do the building work under adult supervision. Although some of the parents seem to forget this, and only let the kids do the driving.(begrudgingly)

Our local school Egloskerry primary have two of these cars, fortunately their acting head teacher Miss Kerr has been a brilliant motivator and has for a few years now made sure the school is represented at the various events. The racing



is a mixture of disciplines with straight line "drag" then "slalom", culminating in a full circuit run around the Goodwood track, it may not be at blistering speeds but the kids love it, and one day they will be able to tell their own children that they have driven the Goodwood circuit !

As a sort of sponsor , and transporter of the cars I get to park the company van in the paddock ! If Molly were to

have had puppies (unfortunately had the snip) she could have told them of the time she was allowed into Goodwood to watch the racing, being a collie she would have preferred to have rounded them up. Fortunately the Egloskerry pupils were impeccably behaved and a credit to their school , despite not winning anything, so no rounding up needed there either.

On to July the 20th and it's off to Shelsley Walsh for the Dellow register get together and to watch some of the hillclimbing. Bit of an early start, pick up John Hadwick at 6.30 am at Exeter services, I have to confess to a bit of cheating , the Dellow was on the trailer, it's an awfully long way to drive a side valve to Shelsley and return the same day, nigh on impossible. We arrive at another of the register members house some 25 miles from the circuit at around 9.45 and leave the "modern" and trailer there and drive down in convoy on what was a beautifully sunny morning to the circuit. The register have a preferential parking area close to

Out and About with John Turner

the track, in total there are 16 Dellow's on parade all neatly lined up in two rows.



I have to confess to having a slightly worrying feeling come over me, yes I did wash my car before the journey, but it did not come near to the glittering turn out of some of the other cars, complete absence of mud, surely not I hear you say, they are Dellow's and "mud pluggers", oh

no they're not. Of the 16 assembled cars probably only 3 or 4 see active ser-

vice, some were even given awards for the best turn out ! Whilst I am writing this slightly tongue in cheek it was nice to see the various differences in the cars, several sporting somewhat more modern engines & gear-boxes, even hydraulic brakes, some with the period goodies that are like hens teeth to acquire now. There was an interesting ar-



ray of vehicles in both the car park and the paddock, John was a useful source of info as to the running gear on some of the entries, Triumph Herald steering parts pop up on all sorts of vehicles, very surprising !

The lunchtime entertainment was by way of a stunt biplane, the pilot kept us all very entertained with a variety of tricks from the usual "barrel roll"

and a whole succession of "loops" to a very interesting technique of what

VSCC Prescott Hillclimb



A familiar face was Ex-sporting Trial British Champion and sometimes local competitor, John Fack who did a spirited climb in his 1935 4.2 litre Railton.

The procedure is for there to be two practice runs on the Sat-

urday and two timed runs on the Sunday.

The lunch break arrived very quickly and there had only been a few delays with cars coming to grief without any serious harm. The break gave time for a pint of the local Prescott Brewery Ale, entertainment from the Eureka Jazz Band and a tour of the paddock.

The afternoon passed even more quickly with proceedings finishing around 4.30 leaving time for another tour of the paddock when we could get up really close to the cars.

Finally, we toured the orchard spectator's car park which contained only pre-1941 cars ranging from Rolls Royce, Bugatti and a special display of Frazer-Nash - BMW. Probably as good a display of pre-1941 cars as you would see anywhere.



All in all, a superb day reinforcing my commitment to book the Pre-War Minor Prescott event next year. There was even talk of setting up the MGPA for actual hill climb competition or was this just the beer talking?

Mike Wevill

2014 MCC Lands End Trial

A much welcomed coffee at Penhale,, the trouble with being in class "O" is that you miss out on the "crib" stops like Sutcombe and a chat with Glenis and Roger at the burger van at the top of Blue Hills. We now trundle home via collecting the dog at a steady pace to save wear on the points, 22 hours later we are home, the car performed well over something of a 430 mile round trip not drinking oil or water, although the Dellow upholstery is not kind on one's rear end, both driver and passenger need more padding. In all an enjoyable event with a fresh angle on it, just a pity not to be able to attempt Blue Hills, well done to all involved particularly as it was the C of C's first year in charge.

John Turner

VSCC Prescott Hillclimb

It all started with my plan to take the MGPA to the Prescott Vintage Minor Register Meeting at Prescott in mid-July. I had booked five untimed runs at the historic hill climb venue and Joe Caudle had planned to come as the spanner man.

Unfortunately the MG did not agree and developed serious smoke from the breather pipe. When the head was taken off it was discovered that a valve seat had become detached and damaged a piston head. The car is in the capable hands of Colin Bird but may need a replacement head and looks to be off the road for a while.

In view of the disappointment Joe Caudle came up with the idea "Let's go to the VSCC Speed Hill Climb on the first week end in August". The VSCC are celebrating their 80th year anniversary and the last time I went to Prescott was back in 2008.



Therefore with a reasonably civilised start time and light traffic enabled us to be at Prescott by 10.00 to enter a by-gone era with all the competition cars dating from pre-1941. The cars ranged from humble Austin 7s through to a 24 litre aero engine Napier Bentley which was very spectacular, burning rubber for much of the climb. Between these extremes were period 3-wheelers and hill climb

Out and About with John Turner

appeared to be flying the plane sideways, this seemed to require maximum throttle and spraying the onlookers with a fine mist of aircraft fuel, but no one seemed to mind.

In addition to the classic vehicles there were several custom cars, mostly sporting very large engines adorned with chrome, with the most amazing paint finishes, each being obliged to have an absolute minimum of ground clearance, no good me thinking of taking this up I wouldn't get them down my lane.

Next was the two day meet on the 26th/27th of July at the Darley Moor circuit near Ashbourne organised by the Vintage Motor Cycle Club. Primarily for motor cycles but also three wheelers and the particular racing that I was interested in which was a round of the BSSO Scooter Racing which also had the biggest class of the weekend. Club racing always has a very enjoyable relaxed air, this was helped by the weather, lots of people sitting around in sun loungers and sipping drinks (not the competitors).

On the track as always its every man for himself, a particularly good race in the 250 cc class saw an eight lap battle between a 1934 Rudge and a 1963 Ducati, both riders battling it out to the end with the Ducati winning by about one second. The three wheeler cars were doing battle with the sidecar outfits, to my amazement the cars really showed the way, this made very exciting spectating at the chicane with them sometimes coming through two abreast and each with a wheel in the air.

The scooter racing certainly did not disappoint, split into three classes with group four's up to 200cc, group 6 up to 250cc and a separate class for the Auto's (twist and go). Stuart Day on his group 6, 240cc Lambretta was in flying form and very soon took a commanding lead leaving the rest of the pack to battle it out for the rest of the honours, by the eighth and final lap he was half a lap up on his nearest rival, and lapping the slower auto's. The competitive spirit was full on, when a competitor on one of the few Vespa's taking part came off on the bend where I was standing got back to his feet, raced over to



the bike, restarted it and was away again, getting his money's worth of track time. When the lap times were published it made interesting reading with the faster scooters lapping some 6-8 seconds per lap quicker than some of their comparative motorbike equivalents. Beware the humble Italian shopping bike has definitely come of age! **John Turner**

2014 MCC Lands End Trial

The build up to this event was a little worrying in that I appeared to be fully prepared days ahead of the event, by no means a normal situation, I had so much time to spare I was able to spare a hand to Joe Caudle to help prepare the Pop, Andy Prosser and I were determined to get him there, I think Joe is probably ahead of me in entering MCC events and not getting to the start, and that's saying something.

At around 8.00pm Vivien and I loaded the dog in the "modern" and headed off to deposit her with our daughter and then it was off into the night in the Dellow. We decided to follow the main trial route up to Bridgwater, beautiful clear starry night giving us notice that it was going to be cold later on but at least dry.

There was the usual queuing at Bridgwater Rugby Club whilst we signed on and made notes of the route amendments which completely confused Andy who was still trying to get to grips with the route card, and how to tell when you were just on the class O route and when on the main trial route. Joe and Andy had trailed the Pop to the start, courtesy of Pete in his Transit, Joe muttered to me something about the Pop showing a red light on the dashboard, no charge from the alternator, (later found to be an ignition switch fault—Ed) but as there is a plethora of lights on the Pop dash I really didn't think it was too much to worry about, wrong! I suggested that they set off as arranged and we would catch them up, but on arriving at Taunton I still hadn't caught up with them despite some brisk driving. Vivien's phone then came to life only to discover they were actually in Bridgwater services with an expired Pop and the end of their trial, it could have been worse as Pete had only got as far as Exeter so he only had to turn around and pop (excuse the pun) back up to Bridgwater and load up the car and two very disappointed would be competitors. (waiting with Torum the other car we built— Simon Oates reported that it had had a rear axle bearing failure then tried to set fire to itself!) Rumour has it that Joe resorted to strong language but as only Andy heard it, it could not be verified.

Meanwhile Vivien and I are on our way to Catsash which was pretty much as expected and then the long drive through a chilly Minehead and Crook Horn special test, one day I am going to go up there in daylight just to have a look at that beautiful waterwheel, but I've been saying that almost as long as we've been trialling, and that's a long time. It was good to arrive at Barbrook control and get a hot cup of Chocolate, by now we needed a little thawing out, a bit like the sheep that insist on sleeping on the tarmac on Countisbury hill, maybe they are put there to assist Dellow's like ours with cable brakes in case we are unable to stop, three

2014 MCC Lands End Trial

Off at our allotted time to do a few sections now and the promise that daylight will shortly be arriving, out through Bishop's Tawton of which I have no recollection whatsoever and down to Sherwood where all the male occupants were obliged to enter a gateway and stand in a row facing a hedge one of whom was Mike Leete. and he definitely was not tweeting at that particular moment. This is a good section, nice and long, meaning you actually have to concentrate.

We all wind our way through beautiful countryside and down to Wide-mouth Bay which was looking wonderful in the early morning sunshine, still cold though. We arrive at Ooze's Water, a section that Vivien and I actually discovered via a neighbour some twenty years ago and has been used quite regularly since although this year it was far from oozing water but still enjoyable. At Wilsey Down we manage to arrive before the onslaught of other competitors, when we came out of the cafe there was a VERY big queue for breakfast.

After Petherwin Old Hill it's a leisurely drive across Bodmin Moor and the Dellow decides it's time for some attention so I stop and change the points, now sounding really good we carry on when after three miles there is a loud bang and cruise in onto the grass to find the brand new set of points have broken so it's back in with old one's and take it steady down to Lady Vale. As luck would have it there is a long queue down to the section so off comes the bonnet and more attention to the points, a small knot of people now gather around offering very helpful advice it was like a "points and coil" workshop, after five minutes or so the old points are suitably fettled to hopefully get me to the end of the trial. Thanks to all involved, some very useful info was exchanged.

Lady Vale was a tricky one with a very narrow restart which did not suit the larger cars but we were OK. May's Hill had Dave Prowse observing on the bend, but Dave had to write down "clear" so no worries. The deviation on Silver Lead Mine was a bit devious, again tricky for the bigger cars. After Bishop's it was the long drive down to the Perranporth holding control where the lady on the time clock was doing a really good job despite what may have looked to some as mayhem. From here it's down to Blue Hills where we are no longer allowed the choice of doing the hill "proper" only the tarmac escape road Old Blue Hills. A restart is placed here right on the very tight bend with little room to manoeuvre, my front wheel went over the base of the cone although not hitting the cone itself, the restart was easily cleaned but unsure if driving on the "toe" of the cone is a fail, it's now back to the Penhale Round and sign off.

