

Monthly Newsletter November 2019

Welcome to November and all the horrible weather it delivers, yep winter is coming. I thought I would leave starting the newsletter until after the England rugby match that way I would be buoyed up and full of inspiration , not so. Who would have thought that in this world of virtually immediate global communication that someone hadn't sent a script for the match to the opposing South African team. In its absence they did their own thing and beat us, it was not supposed to happen, but just like trialling there is always "next time". Well done Springboks.

Last month we had our **Tamar Trial** which is probably our biggest event in the calendar, we were blessed with sunny weather which is always a bonus, particularly for the marshals. With an entry of 56 it was deemed a reasonably well supported event, slightly down on previous years but most clubs are facing the same situation.

Myself and Andy Prosser were busy at the breakfast start, although the breakfast team were at the hall before us, they were on duty at just after 5.00am to cook the breakfasts, thank you team. Andy and I then went on to marshal at Watermaine Lane which with its undulations made it quite interesting, once the last vehicle was through we jumped in the Dellow and trundled off to Lee Quarry to run the special test, as Andy said a little bit of speed on the test brought a smile to the competitors. By the time this was finished it was off home after a very long day. The event went pretty much as planned and the closing car was a mere seven minutes late in arriving at the finish.

Tamar Trial Results :

Overall car winner was Aaron Haizelden (Tamar Trophy) David Haizelden (Saloon Cup) (Son beat father) Paul Merson (John Dell Cup), Matt Facey (Club Cup)

Motorcycles : Martin Keswick/Josh Cook (Bude & District Cup) Bob Creedy (Dunheved Cup) Gary O'Shaughnessy (Dunheved Trophy) For a full list of the results please see the club website.

The **Ron Beer Sporting Trial** due to take place on the 28th of December has been brought forward to **Sunday the 10th of November** I think this is due to a date clash so it's a bit short notice, also the venue has changed , now at **Ashley Farm, Lifton** (MR201/395842) . As usual we will be needing marshals so please contact Mike Wevill 01566 784451, it's difficult to run an event without marshals, you are very important to us.

And now it's over to our Club President Robin Moore:-

Historical notes part 3

The contributions on page 2 of the October newsletter with reference to the Dunheved Motor Club formation is particularly interesting. The picture of a very early meeting in the square, Launceston, dated 1920 depicts as far as can be seen four motorcars and four motorcycles, although others may be hidden from view. I believe the car on the extreme left is possibly a GWK which featured friction drive, whilst another could well be a Carden Cyclecar, just to the left of the RAC man on duty.

The period 1920 to early post WW2 the history of our club is a little sketchy and I'm hoping research might throw more light on this period. We do know that Ron Beer was club secretary for a number of years, but it was only from the mid 1950's that I am able to draw on my own personal memories. In my early days of membership, both car and motorcycle had their own identity within the club with each section having its own secretary.

George Edwards and Bob and Nancy Parsons are mentioned as organising various events during the post war period. It was a time when many of the principal business people in town took an active part, after using their everyday vehicle for events, especially those run on a Thursday evening which was Launceston's, early closing day. These events often started from the layby on the old A30 at Pennygillam that existed for many years before the by-pass and industrial estate were built.

An evening trial run before the clocks changed was popular with being within a short radius of the town. These events were the speciality of Nancy Parsons who was able to draw on husband Bob's veterinary connection with farming families for sections. Quite often these frolics would attract 15 or 20 competitors. With no route cards it was a case of "follow me" as they set off, the rest following. The sections were usually short and sticky with two or three being close together. Nancy setting up the markers as we arrived. It was all good light-hearted fun and one of the regulars was an old school farmers wife called Mrs Breen driving the family's 1938 Austin 12 saloon. Of course, there was so little everyday traffic in those years and the population for the most part indigenous, nor were we restricted by the regulations that govern us today. It was quite another era.

RHTM

to be continued

Meanwhile Joe Caudle has been on his travels – I'll leave him to take up the story:-



This year, for the first time for as long as I can remember, I made the choice to not be out competing or marshalling on the Tamar Trial. The reason was the opportunity to join Andy Smith in his Brown and Gammons built Marathon Rally FIA MGB BGS 861A on the Lombard Rally Bath event that took place from Friday to Sunday that weekend. An invitation came for us as the car has competed in historic rallies since 1990 and has been driven by Malcolm Gammons, Stirling Moss and particularly relevant to the event Roger Clark. Roger was the winner of the RAC Rally in 1972 and the Lombard RAC Rally that started and finished in Bath in 1976, he was also the first British World Rally Champion. Tony Mason and Don Barrow were the famous navigators who sat in 'my' seat on the Pirelli Marathon.

I was living in Bath during during the mid 1970s and followed the RAC and other rallies around the country so the nostalgic opportunity to meet drivers and other people who took part in and were involved in rallying in the 70s and 80s appealed to me. Rallying was the first form of motor sport I was involved in and I marshalled, ran stages and events and serviced during that period. It was only when I moved back to Cornwall that I got involved in trialing.

On the event Andy and I enjoyed the social side and tour parts, but the stages were challenging as the full rally prepared RS Escorts, Lancia Stratos and Audi Quattros, including restored works cars etc. were catching us easily. The car is well set up for long distance historic events has won Le Jog, the Pirelli Marathon and been well placed on other events, but is not a stage rally car. The whole event was good in parts but some of the organisation was less successful, particularly running the stages where the number of spectators caused many issues. This was particularly true of Cirencester Park with long queues and delays.

After an enjoyable celebratory dinner and stay in the Celtic Manor Hotel we returned to Cornwall and I particularly enjoyed the opportunity to drive this special car most of the way back. Andy is competing on Le Jog in December (an event that is now too long and harsh for me) then we will be back in Class R on the MCC Exeter Trial and the Classic Road Trial section of the MCC Lands End. Having seen how the other half live and compete I look forward to competing in grass roots motor sport again. I enjoyed the Lombard Rally Bath 2019 as a one off experience but next year look forward to being involved in our special Tamar Trial that will be part of our Centenary celebrations. JC

And Finally:-

Early October saw me (JT) in Derbyshire as it was Edinburgh Trial time, I had volunteered to Marshal at Haven Hill which is the first observed section, the section was opening at 2.15am so I got there at 1.15am to help Roger Bibbings and others set up the hill to the background calls of Tawny Owls. The hill didn't cause too many problems, the biggest one being a Morgan whose fuel pump decided it was time to stop working just after he got through the section. Unfortunately he was blocking any chance of other competitors getting past. With the aid of several competitors and Mike Leete's tow rope we managed to pull him clear. Mike managed to prove the point that it's easier to tow a car than to push it.

We closed the hill at roughly 7.00am so I then went on to watch Litton Slack, always a good one to spectate. The top part was proving very tricky, several motorcycles came to grief but not so Phil Hingley who had a clean and went on to win the class, top man. Cars were also having problems but to my delight three Dellows managed to clean it (yes I admit to being biased). Emma Wall made a very spirited attempt in her lovely little Austin 7, she didn't clean it but went on to get a Gold and secured a Triple !

It's the time of year when the club wish to relieve you a very small amount of your hard earned cash, it's time to pay the annual **membership sub's** It's only £10.00 and well worth every penny, please Send to **Membership Secretary, Joe Caudle, Sunnyside, Truscott, Launceston PL15 8LA** Please make cheques payable to LNCCMC.

That's all from me this month – please send contributions for this Newsletter to me before the end of the month billjan299@gmail.com

JT