

Monthly Newsletter December 2019

It's a bit like history repeating itself, I started last month's newsletter complaining about the weather and what a surprise it's still raining, even my ducks look a little fed up with it now.

Our dear governing body MSUK or what ever they call themselves this week have managed to put a bit of a spanner in the works by decreeing that all competitors and passengers have to have a competition licence, this means that after January 1st 2020 no matter what event you wish to compete in, even closed to club, the driver and passenger/navigator will have to have a RS Clubman licence, this will mean you are fully insured if your vehicle is involved in an incident. Motorcycle competitors are not affected by this new ruling. The new ruling has caused lots of reaction on social media with its implications to drivers trying to find passengers at short notice, and then making sure that person has a licence. Irrespective of whether they ever take an active role in motorsport or even drive a vehicle after that particular event, ah well MSUK will be able to gather lots of new data from it.

The **Ron Beer** sporting trial held at Ashley Farm, Lifton in November had an entry of 12 cars which is a good entry considering it was brought forward at short notice from its original date at the end of December. Overall winner of the Ron Beer Trophy was John Cole, 2nd place was George Watson, and 3rd place with a First Class award was Andy Prosser. Andy's placing was very commendable given that his is one of a small number of home built cars competing on the trials circuit, and actually built by Andy.

February the 9th is the date for the **Launceston Trial** as usual this will be held in Lee/Lew Woods by kind permission of Mr Peter Newman, it is a single venue event but with such a large area of woods to use it's almost like entering a full road event, regulations for the event should be out soon.

And now its time for me to pass you over to our club President Robin Moore.

Historical Notes Part 3.

My own involvement with our club commenced in the 1950's when having witnessed the MCC Lands End at the historic section of New Mills, Boscastle. I knew that I wanted to take part myself, but it had to be a pre-war sports car.

I initially sought the advice of a very dear friend, Ted Dennis, who gave loyal support to our club over many years, He started competing very soon after the 2nd World War and went on to serve as President in the period immediately before myself. His advice to me was to buy a "blown" MG PB, but this never happened, and it was fate that led me to purchasing the complete wreck of a 1932 Wolseley Hornet. I started to write the story of MV 2713 for the M.C.C. Triple magazine, but since writing the introduction I have not progressed the article.

However to continue with these historic notes, it was early 1958 before my Wolseley project was ready to take to the road once more. When I first became involved with North Cornwall Motor Club, as it was then called, the President was Mr Leslie Major of Polapit Tamar, a fine country house near Lady Cross. Mr & Mrs Major on occasions would extend hospitality to club members by inviting us to their lovely home for a social evening, precluded by an unofficial speed test on the drive in front of the house. This was always great fun, and one just used whatever you had driven to Polapit, no comp. numbers or anything like that. It was all good light hearted fun. I have a lasting memory of watching Llewellyn Sandercock with his very smart grey MGTC . Llewellyn was usually to be seen accompanied by his sister driving a Ford Pop in local trials. He was a regular competitor at the time and lived in Week St Mary.

After having fun with our motors we tramped indoors to the ballroom, where light refreshments were provided, the gramophone wound up, a record placed on the turntable and you could take your partner for a dance. Serendipity !

RHTM to be continued

Britain's ISDE Heroines!

British women surprised the world at the 2019 International Six Days Enduro. Club member **Richard Simpson** reports from Portugal

The nominations for BBC Sports Personality have closed, and it's unlikely that the names Jane Daniels, Rosie Rowett or Nieve Holmes will feature among the front-runners. Which is a shame. These three motorcycle racers made up the GB Women's Trophy Team in the recent International Six Days Enduro (ISDE) in Portimao, Portugal. Not only was it the first time any of them had entered the event, which is known as the Olympics of Motorcycling, it was also the first time that there has been a British Women's team in the ISDE, which dates back to 1913. Their entry was so late they were not even included in the event programme, and they were scratching around for funding until the last minute.

In spite of that, they finished third!

The ISDE fully deserves its reputation as one of the toughest sporting events in any discipline. Riders are expected to cover distances of up to 280 km a day, mostly cross-country, in periods of seven-and-a-half hours for five consecutive days. These marathon stints are conducted to a strict time schedule. Arrive at a checkpoint a minute early, and you are out of the competition. Arrive more than a minute late, and the penalties start. If the penalties total more than an hour over the event, you are out!

If that's not tough enough, during the day you ride four special tests against the clock, with total times counting against you.

At the end of each day you get just 15 minutes to change tyres and carry out any work required on the bike, with a further 10 minutes before you start the next day. No one else is allowed to touch your bike!

So, what happens on day six?

Well, you have a nice restful motocross race, bar-to-bar against 39 other racers!

How did the British riders do?

The much-fancied British Men's Trophy team was cursed with bad luck and injury, but the British women rode beyond all expectations, coming from nowhere to hold second place in their class at one point against semi-professional opposition from Australia, Germany and the USA.

In the end, they were overtaken by the German team, while no one ever seriously challenged the American women. However, there were some standout performances from British bronze medallists.



Jane Daniels cleared a part of the course that defeated all the other women and most of the men, only to see it struck from the results as being 'too hard'!

And Nieve Holmes aggravated an early injury on day four, dislocating a shoulder... twice. Knowing that her retirement would put the British Women out of the competition, she battled on to finish.

Further down the field, riders from club teams from all over the world struggle with the terrain, fitness and mechanical defects. There was a standout British runner in this class, too. Bradley Mair of Witley MCC finished the event, riding a 1981 Maico 490.

Some rider, some bike!

Enjoy watching the Sports Personality of the Year, but bear in mind that those featured are not the only ones who excelled themselves in 2019.

Joe Caudle our Membership Secretary says that no-one responded to the call of paying their subs as per last month's reminder. Please send your £10.00 to J Caudle, Sunnyside, Truscott. Launceston. PL15 8LA. Pay now whilst prices are still held at last years low price, There is no special offers or Black Friday bargains to be had. Those of you wishing to renew online can do so at www.lncmc.co.uk and go to the online entry section and click application form, and yes we can relieve you of your money this way, it doesn't get much easier.

Camel Vale Motor Club are hosting a meeting on Tuesday the 3rd of December at the Victory Hall, Roche at 8.00pm. Topics for discussion include forestry, working parties and other topics to do with motor sport. I shall be travelling down with Andy Prosser, Andy has a six seater van so if anyone would like a lift get in touch with him on 01566 777122.

Things in the garage have been relatively quiet with my main objective being to get miles on the Dellow to run in the rebuilt engine in time for the Exeter Trial in January, it may seem a little way off but it will come around all too quick, especially as in my case I am what's known as "date challenged" (I don't think it's a true medical term) I just struggle to know what's happening and when. Even my scooter jobs have been a little slow, mainly because I don't get too excited at taking to two wheels when the weather has been throwing it down as it has been for the last month or more, must be getting soft in my old age.

All for now other than on behalf of the club to wish everyone a merry Christmas and Happy new year, enjoy.

J.T. for contributions please send to billjan299@gmail.com

Views expressed in this newsletter are not necessarily those of the club, don't shoot the committee, the editor is open to verbal written targets though.