

Monthly Newsletter March 2021

Here we are again, that time of the month and the waiting is over the newsletter has finally arrived in your "inbox". Motorsport seems to be a bit like buses, wait for ages while nothing happens, then all of a sudden it's all go. MSUK have given a green light as to motorsport restarting albeit in a slightly tentative manner, the ACU have given the ok for motorcycle combinations/outfits to recommence as of the 29th of March.

The MCC are running their Easter trial on the 3rd of April, it's a somewhat different event as to what we are used to at Easter but a start it is. The event being restricted to 80 vehicles starts at Minehead, with a 150 mile route it will end at Lewdown, car drivers will not be permitted a passenger, everything such as entries and scoring will be done electronically. It will be interesting to see how car drivers get on without a navigator, which I'm sure will be fine otherwise it might be dubbed as the "lost souls trial". Our club has been asked to help with marshals in the Eastcott area, as it's the last of the hills of the day we are looking at late morning to lunchtime, if you are able to help please contact Mike Wevill 01566 784451.

A week later on the 11th of April Torbay Motor Club will be running their trial with the start and finish venue being in Ashcombe Woods. Once again everything will be done electronically and cars will be driver only, for more information go to the Torbay MC website.

We are planning to start running our own events as of the 8th of May with the Northgate Sporting Trial, obviously we are still unsure what restrictions will be in place but all things being well it will run. On the 30th of May we expect to be running the Lanson Trial at Eastcott / Lew Woods as per normal classic trial reg's. More on both these events in our next newsletter.

There was a committee meeting by zoom on the 25th of Feb, very well attended, as always we chewed the fat on various issues and future plans, although at that point in time not much could be decided upon other than that of the previous paragraph. Once Covid restrictions are lifted we need to have a much overdue AGM, it's one of those meetings which are better face to face.

The Centenary (+1) sub committee had a meeting on Wednesday 3rd of March, yet another zoom meeting. This was very productive, we are currently looking at getting large display boards printed which will be on show at the Lawrence House Museum in Launceston showing various photos of the club's past, we have also got the town square booked for a display of vehicles, 2,3 & 4 wheeled along with the drivers at hand to be able to engage with the public. Joe Caudle has made very good progress with the book on the club but in all honesty this is a mammoth task and unlikely to be in print in time for the celebrations

especially as Joe is still wanting more material to add in order to fill some of the gaps, so feel free to send in your anecdotes etc.

I will now pass you over to our club President Robin Moore

Alvis and the other lady in my life Part 10

It is very much of a coincident that I started this potted history of my involvement with Alvis at the same time as the start of the Covid pandemic and the measures taken by HM Government to contain the spread of the virus and conclude the series ten months later, when the tide has turned and for our restrictions gradually eased for our return to something like normal.

I was previously writing about the history of the LNCCM, but was hampered to a degree with my research, by lockdown, and had to change course for a while. Oddly enough, I have recently unearthed much older material that I had written before, also noted that I had made at the time. Those of you with longer memories will recall that I have been contributing articles for this newsletter for many years, and 30 years ago these were titled "Did You Know" ; The editor then , and still is, John Turner, who also continues to print it, although in the past it was printed in A5 size and published by "The Reluctant Publishing Co".

I sometimes wonder whether or not my musings are of interest to those who receive it, but I do know that Pat Toulmin picks it up and it is forwarded to the Historic Archive Centre based in Norfolk, where they are preserved for future generations, when researching bygone years. Recently I was talking to an old Alvis friend of mine, Robert Moor who lives at St Clements, Truro, and during our conversation he mentioned that he found my Alvis story very interesting. I said how come you have seen it? His reply was that he receives our newsletter electronically each month, because on occasions he has marshalled on one of our club events, and is thereby on the mailing list. Furthermore my articles have found their way to the Alvis Owners Club magazine. Well it's a small world !

My Alvis Grey Lady TC 21/100 registered KDL 892, an Isle of Wight registration was purchased new by a John Charles Gould of Newport I. O. W but came to Cornwall in January 1959 when purchased by William Arthur Whetter of May, Whetter & Grose, the St Austell Auctioneers. After three more owners it ended up with me, and that was in 1966 when my Alvis story began.

I will conclude by saying "Did You Know" ?

The Alvis slogan was "Master of the Kings Highway". The company produced the first British front – wheel drive car, the first British production model with independent front suspension, and the first British all – syncromesh four speed gearbox, - and that Major C M Harvey the company's leading works racing driver for 10 years, is buried in St Keverne churchyard on the Lizard ?

R.H.T.M

For Sale.

Ford 109E (Anglia 1200?) engine and gearbox. Both items are in need of a full strip down and rebuild, alternatively useful for parts. The engine has its rocker cover missing and a few other bits, but does include the clutch and flywheel, the gearbox is mostly complete except for gearstick. £75.00 for the lot, buyer to collect from J.T. 07971 249783.

Ford Escort "sport" rear axle case with differential, but no half shafts or brake drums .
£125.00 Contact John Hadwick 01803 528761.

We have had a request from Paul Stephenson to possibly trace an MG Midget:-

I'm still on the hunt for more history on my 1962 Almond Green Midget.

868 EUW which can be seen on Instagram 62Mk1AlmondGreen

I just want to know more about the origin of the number plate and perhaps clues as to the first owner / dealer etc. There were 13 made. Mine was part of a run of 12 and I now know that NOO 284 was the other car made out of sequence. So 1 of 1.

This car, or what was left of it, was up for sale in 2013 and listed as being from Sturminster Newton. The owner had it as Old English White but was informed that it was originally Almond Green and advised to get a heritage certificate. I understand that he did so it's curious that the museum didn't have any knowledge when I asked but that's another story.

If it exists still then I'd love to get in touch with the present owner and learn more. The registration is still on a white mg so it's probably listed in club records somewhere as OE White.

Can you help please contact 07740 355555

One of our recent dog walks was to a trials section near us called Fruit Lane, we used this section on a Launceston Trial back around 1998 (ish). The section is accessed past a farm and some houses on the outskirts of Egloskerry, after passing the last house you drop down to the river and follow the track of about 400 yards to the tarmac road, it's a lovely old track with hedges both sides of it affording lovely views of Badharlick and Egloskerry. At the time of using it the lane was in quite good condition and was used as the opening section as it was not regarded as a "stopper". Fast forward 20+ years and the difference is quite staggering, the ravages of time and tempest have taken their toll of this lovely lane, it is well rutted just getting to the stream, the other side is even worse with large gouges of some 30 inches deep, as a trialler you try to work out how you would attempt this hill in its current form, unfortunately nobody told the bad weather gods to "rut" in a straight line so they meander left and right, even solo motorcycles would have their work cut out, outfits would just be lost in the abyss with no hope of straddling them. Another one lost I'm afraid, but lovely to walk still.

All for this month. J.T.

Please send your contributions to billjan299@gmail.com