

## Monthly Newsletter May 2021

Late again, but I'm consistent. It was almost celebratory last Saturday we actually got to run an event, things really did feel a step closer to normality, it's been a long wait but seeing people's faces smiling and really enjoying themselves was certainly a tonic for all. In two weeks time we can repeat the process with the Launceston Trial, entries are coming in well, as I type this I think it is something like 45 and with a week to go before entries close we hope to have in excess of 50, the woods will be buzzing. So once again I am putting out the plea for **marshals**, we only have a small number at the moment so please do call Mike Wevill if you could possibly help 01566 784451, the more we get the easier the day goes.

Last night we had another zoom meeting made all the more interesting with a few technical gliche's, oh how we love technology. Talking of gliche's there appear to be a few organisational issues with the Spry Trial due to be run in June, this has now been moved to July the 25<sup>th</sup>, more on this in later newsletters.

Nigel has put out a plea that he needs to get all the trophies back, if you are a holder or knows someone who is please get in touch with him 07902 542798, you can always bring it along to the Lanson Trial.

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So now it's over to our Club President Robin Moore

### **The Ramblings of R.H.T**

*J T phoned on the 2<sup>nd</sup> of May to jog me into action, "it's that time again" he said, so here we go. May I start by commenting on, one or two items printed in last month's edition. It was good to see the picture supplied by Warin Kelly, which immediately prompted me to caption it – "Three Wheels on my Wagon" – "the fourth one rolling along", - from the song of that title ( I remember it well ed).*

*This photo is to be found on page 86 Of Raymond May's book, "Split Seconds", first published in 1951, and depicts the incident that occurred in 1924 during*

*the Caerphilly Mountain Hill Climb when Mays competing with his second Brecia Bugatti, named Gordon Bleu, had this mishap.*

*Over the last 70 years I have collected a great amount of motoring literature and this book was one of my earlier purchases, and one in which I found inspiration to overcome the trial and tribulations that often beset an ambition to prove a point, Mays had a great many difficulties to overcome when he was developing his E.R.A project, and this was something I could relate to for inspiration, when I was resurrecting the forlorn remains of the 1932 Wolseley Hornet I had purchased during 1955, MV 2713, the car mentioned in last month's reprint of Tony Read's article. How the problems I had and how they were eventually overcome, is another story, but overcome they were, as you will have gathered. The motto, "if at first you don't succeed, then try and try again, comes to mind.*

*Read's account was of course embroidered somewhat, but it was basically a true story. He was impressed by the performance of MV, and yes, he did throw a rod, and did manage to complete his holiday on 5 cylinders. Tony mentions other cars residing at Trefrew during that period, including the one he described as an Al Capone type car , a Graham Paige. This car being the only American car I have ever owned, deserves special mention, as it gave enormous pleasure during the time it was in my possession, and of which I have fond memories. I have always admired the "Vintage Yanks" as they are strong and made to last, they had to be if they ended their days in the outback.*



*Waiting in the paddock my 1932 Wolseley Hornet MV2713  
and the 1928 Graham Paige XV 4512 – Camel Vale S.S. ¼ mile sprint,  
Davidstowe Airfield circa 1963*

*I did go to view a late 1920's Marmon straight 8 in the 1960's but on that occasion my head ruled my heart, and I did not take up the offer. The Graham Paige was a different matter entirely, and it came about quite by chance. We had a family from Amersham who used to come and holiday at Trefrew, but always broke their journey on the way, stopping overnight at Castle Cary in Somerset, staying at the George Hotel. This was a place which we ourselves stopped at in subsequent years, always enjoying our visits, and returned a number of times in the 1960's, but back in those days, almost next door to the George was a small garage with a single petrol pump adjacent to the pavement.*

*The proprietor was a Mr Norris who also provided a taxi service with a pair of 1934 "Austin York" saloons, which were invariably parked in front of the Town Hall opposite to the George and his establishment. On one occasion I got talking to him about his Austin's and older cars in particular when he suddenly said, - I bet you have never seen one of these, walking towards the back of his workshop at the same time, and uncovering- the vehicle in question. I had to admit right away that, - no I certainly hadn't seen one of those before, nor to be honest, was I familiar with the name, it was for sale if I was interested as he doubted he would use it again, as it had become redundant when replaced by the Austins.*

*It wasn't long before we had agreed a price of £40,- this to include the fitting of four new remould tyres, and I would journey up to Castle Cary on the train from Camelford at a later date, when all was ready. So the deal was done, and we shook hands.*

*Remember this was a period when it was possible to find interesting motor cars that had been pensioned off, and one was really spoilt for choice. These vehicles could be purchased relatively cheaply and were very capable of further service and enjoyment without incurring too much expense, although it was all relevant to the value of everything else at the time.*

*To be continued. RHTM*

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### **Northgate Trial – Saturday 8th May 2021.**

Well, it finally happened, we have actually been able to run an event after a break of fourteen months due to Covid!

Twelve entrants came to Ashley Farm, Lifton to compete in a round of the ASWMC sporting trials championship, some travelling from as far away as Yorkshire, Herefordshire and the Forest of Dean. Eight sections, predominately in woodland, were attempted three times which after a fair amount of rain provided a very mixed level of grip so reading the conditions correctly proved vital to getting a low score. John Fack in his MSR was the star of the day, dropping only 14 points in total whilst achieving 18 clears. Roland Uglow in his Crossle came second on 28 points and Richard Sharp third in his Cartwright on 37. Darren Underwood won the Blue Independent Class on 54 and John Firth the Blue Live axle class on 64. Unfortunately, local competitor and club member Alan Murton, who had made a good start to the day, broke a drive shaft joint and had to retire.

The event was enjoyed by everyone, helped by weather somewhat better than forecast with only light rain at times – this was certainly much appreciated by the marshals in particular who as always did a great job, thanks very much go to them.

Andy Prosser



So there we go folks for another month, thanks to my contributors, see you next month, please send contributions to .

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J.T.