

FOR SALE



There is still a selection of mechanics tools, fasteners and similar items that belonged to the late Mike Gomm available for sale. Included in the sale are a variety of sockets, spanners, and other hand tools for the garage, air and other power tools and tools for DIY.

Please do not contact Pat directly :-

Email Joe Caudle with your for more details of what is available prices etc.

joe.caudle@btinternet.com

FOR SALE

6 LITRE FOAM FIRE EXTINGUISHERS
GOOD CONDITION
SERVICED AND TEST UNTIL MARCH 2013
IDEAL FOR WORKSHOPS ETC.
£ 10 EACH

PETER COOPER brfirepete@btinternet.com



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CLUB NEWS



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Launceston & North Cornwall
Motor Club Ltd

Member of the Association of South West Motor Clubs



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

January 2013

Editorial

This newsletter will hopefully have gone out with the regs for the popular closed to club Launceston Trial. Please get your entry in asap as this helps the organisers to set out a suitable course and officials to be recruited.

The committee are concerned that the cost of posting newsletters under separate covers is becoming prohibitive. It would be useful to hear from anyone who feels that they cannot or would not wish to receive a newsletter by email or downloaded from the club website. Also it would be good to receive feedback from those wishing to or happy to receive or download electronically in future. Please let me know your thoughts— personally at an event etc. via email, telephone or posted to 'Sunnyside', Truscott, Launceston, Cornwall, PL15 8LA.

In a recent issue of triple it was pleasing to read that our motorcycling committee members Andy and Dave Craddock once again picked up awards on the Edinburgh Trial. Andy was the best motorcyclist, Dave won a Silver Medal (there were no gold medals awarded) and as the Llanwroc Trio they brought the Team Award back to Cornwall ably assisted by Simon and Debbie Eddy. Dave Craddock has also won MCC Annual Awards—the Baddeley Motorcycle Championship and the Award for Best British Motorcycle. The Llanwroc Trio also won the Motorcycle Team Championship. We are very proud and fortunate to have their expertise available to help run our motorcycle classes.



Dave Craddock is shown here clearing Wooston steep during the recent 2013 MCC Exeter Trial. This event appears to have been another tough one with the washed out sections and wet areas taking their toll.

Our club committee is also fortunate that all current members are experienced competitors, many still actively taking part. Several have won national, regional and club championships. There are also many of club awards on their shelves both from our own and other club events over the years. Launceston and North Cornwall Motor Club should be in safe hands for the coming year and hopefully well beyond!

We always welcome fresh ideas and new faces are always welcome, there are never enough people to share all the work involved in running successful events etc.

JC

Upcoming Events

2013 Events Calendar

EVENT	Location	Date	Status
Spry Sporting Trial	Trevilla Farm, Marshate	27-01-2013	C
Launceston Classic Trial	Eastcott & Lew Woods	10-02-2013	C
Northgate Sporting Trial ASWMC Round	Trecarne Farm - provisional	24-03-2013	C
Testing Production Trial	Cannaframe - provisional	30-06-2013	C
Carr Cup Autotest	TBA	28-07-2013	C
Motor Traders Car Trial ASWMC Round	TBA	01-09-2013	C
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

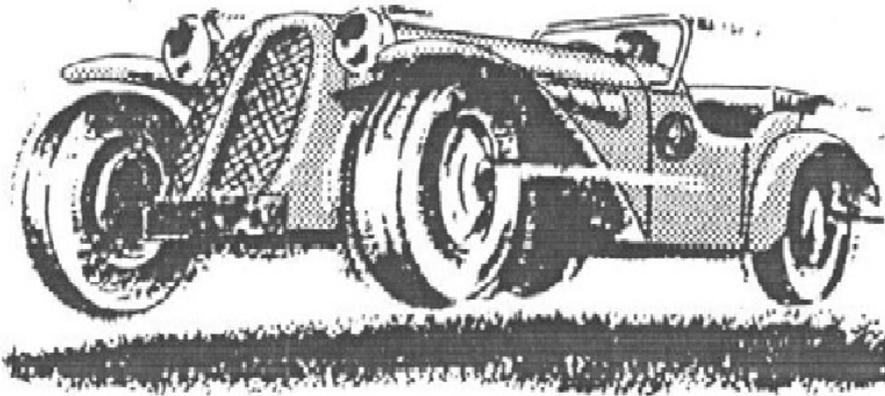
PLEASE
Contact Competition Secretary Mike Wevill
for more details of these event
01566 784451



FBHVC work de-fuses threat to historic vehicle movement from a post on the FBHVC website

The Department for Transport has announced that at a meeting of the EU Transport Council in Brussels on 20 December, Stephen Hammond MP (Minister of State for Transport) secured important changes to the text of the proposed Roadworthiness Directive and thus effectively averted the most serious threat that the British historic vehicle movement has ever faced. At that meeting Ministers of the EU Countries agreed that they would largely support a revised draft negotiated in November that, most importantly, recast the proposal as a Directive (which Member States can apply in their own laws in whatever way best suits their national interests) rather than the Commission's original proposed Regulation (which Member States would have had to apply directly). The proposal has still to go back to the Commission and has also to be approved by the EU Parliament, and both will wish to make changes, so FBHVC will keep up its vigilance on this matter and continue to brief Ministers, MPs and MEPs as appropriate.

Who is this Fellow?



The Fellow in the Dellow

Recently spotted at the start of the MCC Exeter Trial a Dellow now owned and driven by our very own JT. He has abandoned trialling a Lambretta, sold this and his beloved Austin special and, encouraged by the ladies in his life, now has a side-valve engine Competition Dellow Mk 2B to tame.

The Tamar Classic Reliability Trial

This was the first Tamar Trial since the sad passing of joint clerk of the course Pete Moores who had put much time and hard work into this event over the years to make the trial the event it is today. This year's event was held in Pete's in memory.

A new route had been devised for this year, returning some sections of the past whilst introducing some new ones and tweaking a few of the regular hills.

The trial started from its usual home, the Wilsey Down Hotel as competitors started with a few miles of road, heading towards the coast to Trencreek. The hill passed without incident for the bikes but a large 'bomb hole' on the corner submerged the first two cars so the section had to be cancelled unfortunately (also missing for the bikes as a few late runners hadn't got to the section), after a quick re-route it was onto Crackington. Unfortunately the 'clay' at the top of the section was missing this year which made it a picturesque and straightforward climb for most, however several solo motorcycles fell afoul of the restart, as did a handful of cars.

Just on from Crackington was a new section at Trehole Farm, as this was the first time we had used this venue the section was kept simple, using the rutted track running from the field up to the farm. There is plenty of scope here to use a variety of trickier routes for the future. From here it was the 3 miles or so to the now familiar New Langleys, this year, for the first time a deviation had been created for motorcycles at the top of the section and this seemed to work well in splitting the field, with just two solo's clearing the hill. Although not the stopper of previous years the roots at the stop still stopped their fair share of the cars. Up and through the farm to Trevilla, which diverted this year over a steep bank, not much of an issue for the bikes or for the leading contenders in the higher classes but only three cars from Classes 0-6 emerged at the top of section.

Maxworthy was next, not used for a number of years. The hill was straightforward to all, and gave everyone a chance to record a clear. After a brief special test at Waterloo Farm it was onto Park Impossible, moved to the morning for this year's event. The hill had lost some of its bite in recent years for the cars and it was doubtful if we could include

The Tamar Classic Reliability Trial

this hill at all this year as on the drive through we found the surrounding foliage to have completely submerged the section and exit tracks, fortunately we were able to get the machinery to clear the section a few days before the event and looking at the results it was worthwhile, although pretty straightforward for the solos only one combination three cars saw the top.

A relatively short drive to Lee Woods, arriving from the opposite direction this year with a special test on the woodland tracks before the Lee Quarry section, a hill that has become less of a challenge since the trees have been felled, just across the road lay the notorious Angel Steps. Most of the solos got up however only one combination reached the summit clean. The top guns in Class 8 pulled away from the restart but the rocks soon became slippery and those having to restart found it increasingly tough, differing approaches are always used here but looking at the result the Escort way (for non-restarters) seems the way as they all cleared the section. The lunch stop at the top, with refreshments in the church hall was as popular as ever.

The first section in the afternoon was a new find, a sunken lane near Sydenham Damerel, most managed this ok and it was across the Tamar at Horsebridge, and onwards to Mine View. The bike section here produced its usual range of scores, helping to separate the leading contenders and the restart for the higher car classes also managed to give a range of scores, with some making progress up the hill whilst others struggled for any grip.



4 sections in East-cottdown and Lew Woods followed. The Eastcott sections were very dry and didn't trouble the scorer too much but Lew Wood 1, decided Class 8, with only one of the DP Wasp's clearing the restart (Dean Partington failed—see photo), and

The Tamar Classic Reliability Trial

the restart here also caught several bikes who struggled to pull away on the steep gradient. This hill was first used in February on the Launceston Trial where it proved to real stopper for the saloon classes but in the drier conditions seemed much more cleanable. The 2nd section in Lew Wood is quickly becoming a Tamar favourite, a long very steep climb. This year we had the first successful climb by a combination, indeed two from this class reaching the summit and the first successful car restarts, with both Wasp's clearing the section. There were some excellent other attempts at this climb, notably Keith Sanders clearing the hill to win the trial overall but he was matched on this section by a brilliant climb by Bill Bennett in the MG who was on full song from bottom to top just edging past the end of the section to a rapturous cheer



from the spectators. The final run was back to South Petherwin for Petherwin Old Hill, which had a new deviation. The restart on the deviation was ok for most of the bikes but being an early car seemed to be a disadvantage as several Class 8's struggled for grip on the loose surface. Once a few cars had dug down to the stone it became easier, a very short run to the finish

followed and signing off in the warm at the Winds of Change. Congratulations to Keith Sanders for an excellent drive in his Reliant SS1 defending the Tamar Trophy and holding off the challenge of the top two contenders in the ACTC Championship giving Class 5 a rare overall win. Congratulations also to Steve Jose for winning the overall trophy for the motorcycle classes, the Dunheved Cup by a single point from his nearest challengers. Well done also to the winners of each class and other award winners.

Many thanks to the competitors, all those involved in the organisation and running of the trial and a very big thank you to all the marshals.

Simon Riddle