

## August 2023 Newsletter

August is obviously monsoon time as we all know the rain from last month is persisting, feels more like October, it will be interesting to see how the ground is for our Invitation Trophy Trial later this month, if it's anything like it is now "mud" will be the order of the day. Let's hope things improve, not much fun for the holiday makers when it's like this although cafés etc should be busy with families wanting to find shelter. A good time to hide away in the garage and tinker with those jobs that need doing before the serious events start in a month or so.

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From our Chairman.

A comparatively quiet month in July for club events compared to June. After the dryness of spring and early summer the weather has recently turned however other than one or two downpours the Motor Traders ran in reasonable conditions. An entry of 20 assembled including some double drives and pleasingly we welcomed a handful of ASWMC competitors from the Somerset/Dorset area. A range of scores came through - congratulations to Gareth White who managed to maintain a clean sheet over the 24 hills to take the Motor Traders Trophy. He was closely followed by the double driven Citroen of Tim Dovey (with son Charlie) dropping just 3 points in a superbly well set up front wheel drive but it does show that the class 8 type machines can be pushed by a cheap productions car on the grassy fields.

The Launceston show was last Thursday on a fairly unseasonable day, a drastic change from the heat of last year's show. A nice range of vehicles on show, unfortunately as it's on a working day I was unable to attend.

Looking ahead, the second of our Testing Trial's on 20<sup>th</sup> August at Trevilla, again Lisa is on entries so if you would like to give it a go send an entry in, these events are always relaxed and in good spirit and you don't need an expensively prepared car or bike to do it.

Then we will be into the autumn for our flagship sporting trial the David Ayres, and flagship classic trial, the Tamar. We are working hard on some new additions for the Tamar and securing other venues and sections, so as they say...watch this space.

Hope to see you on an event soon.  
Simon R.

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From Mike Wevill - Part 2 of "The Old Git Cycling Scotland".

Sunday, set off for run to Blair Atholl via Pitlochry. Drizzle for less than 2 hours (the only rain for whole trip) Stopped at Dunkeld, a really attractive little city with a Cathedral, for coffee. Another stop at Pitlochry, a rather dull tourist resort . There were outdoor shops so I was able to buy windproof cycling gloves as I had lost one (always just one ) of my heavy gloves in Perth asking directions. Actually, I had been suffering from numb and cold hands for some time and as I travelled north it was getting worse. Next time I will invest in battery operated electric motorcycle gloves.

Arrived at Blair Atholl (gateway to the Cairngorms) at the very smart Blair Atholl Arms before Ben who had deviated to take in a guided tour of the famous Royal & Ancient (home of golf) golf course at St Andrews on the east coast near Dundee. Next was likely to be a testing day, initially climbing for 20 miles up the Drumochler Pass to the highest point of whole ride at 462 metres above sea level. However, the climb was gradual but at the peak it was many degrees cooler. Then a steady drop down to Dalwhinnie a visit to the famous Distillery where I bought a bottle of Malt Whisky as a present for Pam. A pleasant run into Aviemore (a fairly soulless tourist town) there was still snow on the surrounding Mountains.

Tuesday was the longest day in the saddle all the way from Aviemore to Alness on the coast (68 miles but still 15% left in the battery). Luckily more downhill than up. Negotiating Inverness was again not straight forward as I was taken straight in the centre of the city. Nevertheless, all went well. Ben played his second round at the Spey Valley Championship course. Wednesday was planned to be my rest day but there was not much to see at Alness apart from the Dalmore Distillery (a really nice whisky) so I decided to do a short 25 miler to reduce the mileage on the last two days. It was so windy that I could hardly stand on the bridge over Dornoch Firth and was forced to walk and push the length of the bridge (almost ½ mile). Ben picked me up before lunch, we did a tour of the Glenmorangie Distillery at Tain. This included a few wee drams & we were now beginning to acquire a taste. Ben bought a bottle for Richard.

Thursday. The route from Tain involved 50 miles on the dreaded A9. I had been told stories of cyclist & walkers being run over & killed because of inconsiderate drivers. I was very anxious but it was not too bad & the further North I got the traffic got lighter. However, I was very grateful that I had fitted a handle bar mirror (best investment on trip) and I wore a very yellow Hi Vis jacket. On Route I stopped to assist a Swiss guy called

Frank (cycling the North Coast 500) who had a puncture & was having trouble refitting the tyre. Easier as a two man job, my apprenticeship with Murt came in handy. I continued well beyond Helmsdale (with some very steep climbs) which left a short ride for the final day.

The final day was a simple 35 miles across very quiet straight rural roads. Mile after mile of rough scrub land & hardly even any sheep. Little habitation and what must be a very hostile environment in winter. On pulling into the car park at John O Groats before lunch I noticed that Ben had already arrived. He had deviated to Duncansby Head and spotted whales, dolphins and puffins. Took the appropriate photos by the signpost & phoned home to announce job done. After coffee and cake started the 100 mile car return to Alness for the night. The coastal route was also desolate but included many fabulous quiet beaches.

Early start next morning for a whistle stop tour through the middle of the country along Loch Ness (no sighting of Nessy but probably not enough whisky!) to Fort William with Ben Nevis to the left. Then through the pass of Glen Coe with fabulous wild scenery and on along the banks of Loch Lomond. Good Trialling country but a bit far to take our poles, The outskirts of Glasgow were uninteresting and very busy with heavy Bank Holiday traffic going in the opposite direction to the Lochs and hills. By mid-afternoon back in Moffat (just 40 miles over the border into Scotland). Bought some Bowmore Islay Malt in case Pam didn't like the Dalwhinnies.

Sunday & last day of the trip involved a relatively early start as we had 440 miles to cover & it was Bank Holiday. Quiet for the first couple of hours and then very heavy traffic around Manchester with trippers for the coast and Lakes. Got home by mid afternoon (7 hours including stops) to meet Pam & Richard for a family meal.

As an aside I would mention I did buy expensive padded shorts and a padded seat cover which worked fairly well but there were parts of my anatomy that were less than comfortable on the longer days. This may be attributed to the fact that I later discovered the shorts were actually Ladies (not padded in the right places?) In the modern world I frequently hear the term Ba\*\*s Ac\*\* and I now understand the true meaning. Again on returning home and catching up on my emails I came across a technical article from Cycling UK explaining how to measure pelvic bones to get optimum saddle size & comfort (all too late).

## IN CONCLUSION

The bike performed superbly. I performed OK (406 miles in 9 days) but the challenge was nothing compared to my niece's partner's walk from Lands End to John O Groats carrying his tent (Tarp actually) on his back unsupported over two months and he is now well into Scotland but he is young.

I did not suffer the fate of a Lifton resident who in the early 1960's did the Billy Butlin Challenge Walk John O Groats to Lands End. He was delayed in Scotland for a few weeks due to sickness & when he eventually reached Lifton towards the end of the walk he was met by his wife who famously shouted 'when you get to Lands End Bill V\*\*\*\*\*R you keep walking'.

I am pleased to report I raised £500.28 plus Gift Aid for RNIB, many thanks to Sooty and all donors. I did meet many very nice walkers and cyclists having a vast variety of itineraries. Special thanks to Ben as without his support the trip would not have been possible and to Pam for being so understanding.

The big question still remains- 'WHAT ARE YOU GOING TO DO NEXT THEN ?'

Watch this Space

Mike Wevill



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As mentioned by our chairman the Motor Traders Trial had a good entry, interestingly a good amount of front wheel drive cars, we don't always manage to attract the FWD entries, one in particular, the Renault Clio was extremely impressive, no matter what I did with my hill (marshalling) it kept on clearing it, don't think the engine ever went above tickover. As always we are grateful to those who turn out to marshal and in particular a big thanks to the organising team, without you, no event!



The ladies are in charge & didn't they do well. Yes it got a little damp at times but not too bad.



The Blues Brothers made a guest appearance in their virtually unstoppable Renault Clio. I think my favourite car of the day was Brian Alexander's beautiful little blue Fiat.



That's odd, the sun is shining on the Dellow, but it's raining on the Liege, I suppose he could be hiding from the glare of the sun, tricky to see where you're going though.



Once again our band of brilliant committee members were out in force at the **Launceston Show** , reminding the locals that the area has a fantastic Motor Club. Great show of vehicles to get the public's interest . Unfortunately I was unable to make it as my day went slightly askew but well done everyone.



Yes it was a bit damp on the day but they're used to that.

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#### Forthcoming Events.

Sunday the 20<sup>th</sup> August is the Invitation Testing Trial to be held at Trevilla Farm, Marshgate , Camelford by kind permission of Mr David Langley. Please note this event will be a paper entry, you can download the entry form from the club website.

Sunday the 10<sup>th</sup> of September is our David Ayers Sporting trial which is a round of the MSUK, ASWMC & BTRDA championships, this will also be held at Trevilla Farm, Marshgate, Camelford. This is a brilliant chance to see the top Sporting Trials cars in action.

Holsworthy Motor Club will be having a two day event at Tatson Farm on the 26<sup>th</sup>/27<sup>th</sup> August, see their website for more information.

Camel Vale MC have an Autotest on the 3<sup>rd</sup> of September, more details on their website.

## **Tailpiece.**

Most of us over the years have bought one or two Haynes Manuals, for many it was the “go to” book when you had a change of wheels and needed to know it’s technical merits, I was discussing this last week with Andy Bunt at LanesAuto Repairs, he said yes we’ve got a few.....



Not only the entire length of the shelf but more below.

*Ironically a message popped up on my phone yesterday which read : If you think you are smarter than the previous generation..... 50 years ago an owners manual of a car showed you how to adjust the valves. Today it warns you not to drink the contents of the battery.*

All for this month J.T. contributions to [billjan299@gmail.com](mailto:billjan299@gmail.com)