

October 2023 Newsletter

Blimey where did September go? Either I've been incredibly busy or just slept through it, whichever, we are definitely into Autumn now and the weather has a different feel to it but at least we are out of a hosepipe ban, you'll be able to wash your cars and bikes with impunity. After a rather sunny day on the David Ayers this week's Edinburgh trial looks as though it could be somewhat different, good luck to all those making the trek to Derbyshire and let's hope it all goes well as timing is allegedly going to be tight this year!

Exmoor Clouds Trial Sunday 3rd September 2023

Resumption of the Trials season with a trip up to Exmoor with John Turner who I picked up from the end of his lane at 6.00am. Plenty of chattering on the way up and arriving with 45 minutes to spare. A quick scrutineer, signing on and photo and notes of the route amendments and we were away at 9.00am. Within the first mile a wheel weight came off the front drivers side wheel and it spent all day trying to shake the mudguard off. The trial started with **Beech Trees** (observed Test 1) which was twisty, slippery and great fun. On to **Nurcott Pits** (1) further down in the same field. A quick blat through the quarry workings to a clear. **Churchtown** (2) followed up a slippery lane to a sharp steep right which I performed poorly to drop 5 points already. Class 8 had a restart on the corner, tricky! I'll know next time to keep left before powering around and up the corner.

On to **Luxborough Lawns** (3) which we got off the restart and struggled to the 1 marker before totally running out of power. **Treborough Gorse** (4) was the next obstacle and was cleared. We then took a beautiful drive through some woods (saw the original route others didn't see as they went on the amended route) and eventually arrived at **Tarr Cott** (5) where I broke the axle last year. No such bad luck this year and cleared to the top. Over Wimbleball Lake to below the dam cleared the restart and section at **Northmoor** (7). Back out of the section and took to the lanes to **Aville** (8) for a restart and clear to the top. Arrows were followed to **Aville Ball** (9) for another clear. Back to the roads to **Vinegar Hill** (10) which stopped a few cars, but not us! After the Lunch Stop we made our way to the next sections and totally missed the blue directional marker. It was there but I think there was another 'senior moment'. There was a bit of a hold up at **Water Run** (11) as cars that had failed came back down the hill. They were all coming down which doesn't bode well for us. We gave it all the 40 hp and somehow went over the top to then come out at the top of the next section and another confused senior moment. Once we'd unscrambled our brains we found the next section **Periton Summit** (12) which we just kept the pedal to the metal (glass fibre really) and cleared the section. It's going so well, what could possibly go wrong? **Perriton Hill** (13) was calling and possibly a pot of gold at the top? (who knows)

The plan was to keep some speed all the way and keep to the left. All great plans etc etc. I couldn't keep it to the left and the ruts pulled us in to the right to pull us to a stop well through the 7. Oh well, that doubled our score to 12 so far. Down the hill through the woods to **Rollies** (Observed test 2) which was a bit rough on our backs with hard suspension but correctly completed in a respectable time. Further up the valley was **Pridds Escape** (14) for a blast up through the gorse. We then continued in the same woods to **Lenna's** (15) which took a few points off several competitors but we managed to clear. Back to the main roads and only 2 section left to do. In to **Pinn Quarry** (17) which I can remember Ray & Hannah Ferguson clearing in front of me in their Liege when I had **Torum** in class 8. They've done it in the past, so why can't I? My fatal mistake was to have the tyres soft to get the grip. The downside is the loss of ground clearance with a solid rear axle. Just before the 6 marker, we bottomed out with all wheels in the air – bummer! Not a lot we can do about it but put the tyres at 30 psi next year. On to the tarmac for

4 miles to the last section **Ski Slope** (18). A slippery run through some trees to a restart at a gateway and then a blast up a slippery field track to the top. The car kept going all the way to the top and we could now breathe a little easier. Back to the pub to sign off and have a pint of Guinness ☺ Provisional results have the trial won by Neal & Lynette Vile in his 2226cc Suzuki X90, we managed 3rd overall and 2nd in Class 7, but Oh, what could have been if I hadn't dropped that one point, happy days !

What a Trial. Best weather, Dry up top, slippery and wet under foot. Route card was clear, directional markers accurate, cracking sections, brilliant marshals, countryside to die for and a great pint in the pub!

A Massive, Massive, thank you to all organisers, marshals, land owners and anyone else associated with the trial that is normally not recognised, it is truly appreciated by all the trialists that attended, well done.

Simon Oates

Ed's note sorry for getting us slightly lost but at least it was only the once.



Andrew and Lorraine Rippon blasting through the trees

In search of section, It's here somewhere.



Probably my favourite photo of the day although I missed the opportunity of taking a photo of it when it's axles were off the ground though still deep in mud with six of us pulling on a rope to free it.

Events Calendar.

22nd of October is the Tamar Classic road trial our biggest event of the year, as well as a mammoth operation to organise we need an army of marshals, if you are free and want to watch some class motor sport give Nigel a ring and make his (and Julie's) life a little easier 07902 542798, go on make his day.

10th of December is the Ron Beer sporting trial at Ashleigh Lifton, I shall be reminding you all again of this next month so as not to deprive you the opportunity of marshalling.

David Ayers sporting trial held at Trevilla Marshgate.

David Ayers Trophy	Thomas Bricknell
Frank Ayers Trophy	Alan Baker
Blue class award	Mike Wevill
Red class award	John Fack



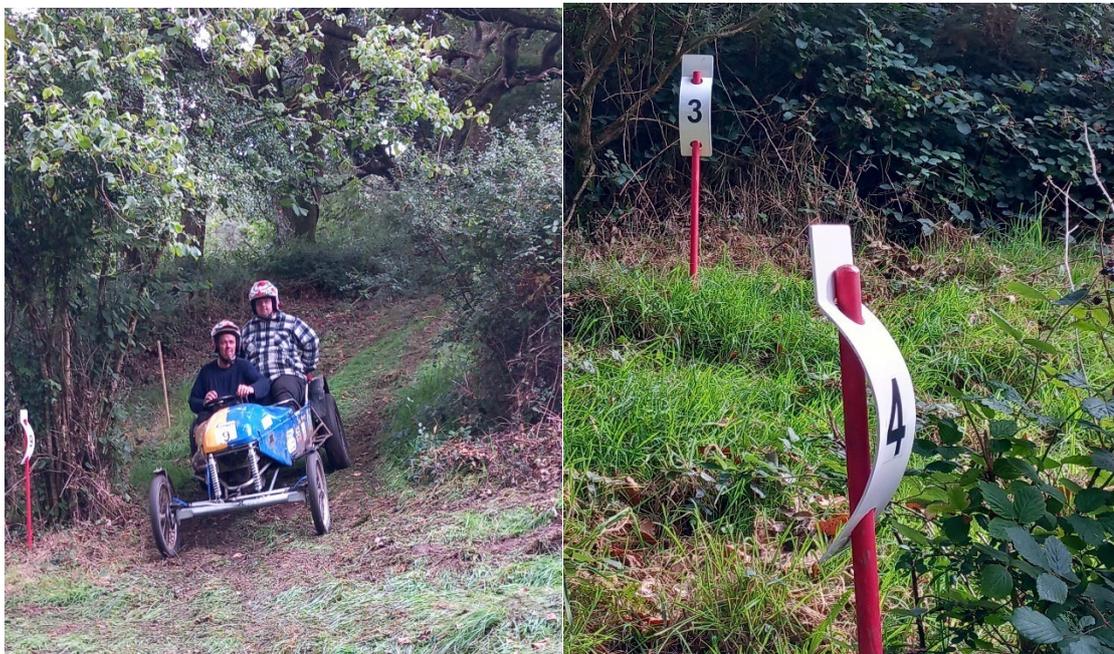
Once again our stalwart of many events "Pat" is on hand to make sure everything runs smoothly.

Thanks to Andy Prosser for doing the final result calc's.



Just a gentle reminder that hot exhausts and bare flesh stick rather well together, although somewhat painful.

We are indebted to Simon Oates for taking the time in making 144 of the new section markers as below.



From the Chairman:-

A little ahead of schedule this month with the ramblings as John T is off on his hols. A few of us off on our own sort of hols this weekend too, to Derbyshire for the MCC's Edinburgh Trial. I've never actually done the event before so a first for me with Nigel in the passenger seat. We're running alongside the Derbyshire experienced Simon Oates, so we'll make sure club regalia is worn!

The team of us preparing the Tamar for this year have been working hard to put on an attractive event. A big thank you to Jan Cooper who has stepped in to the role of Secretary after Bob Slatter's two decades of service. Following the recent wetter weather the sections are looking in good form and we've up to 4 new sections planned for all classes plus a brand new bike only which looks a corker. So come and give the trial a go whether experienced or new we hope to lay on an event to suit all. All details for entering are on the club website. Alternatively, all offers of marshals will be richly welcome, contact Nigel Cowling, Mike Wevill, myself or indeed, any committee member if you can help.

The David Ayres sporting trial earlier in the month at the familiar venue of Trevilla seemed to go down well, a good range to sections laid out during the warm spell (anyone remember that now?) Entry numbers similar to the previous year hopefully we'll be able to entice a few more down to the Cornish trials weekend in the future to our premier sporting trial event.

Finally, our EGM is coming up on 5th October at Tresmeer village hall, with a few points for discussion which John elaborated on previously - all are welcome to come along, as always it would be great to see some new faces.

All for now.
Simon R

Not my best day by Simon Oates

Mechanics Trial (Stroud MC) Sunday 10th September 2023

Following on from the Exmoor Clouds the week before shows what a difference location and ground conditions can make. Forecasts for the day were a strong chance of thundery downpours to dampen the sections and make them difficult. As it turned out, the thunder didn't arrive and only some sporadic rain fell on the day. It was probably because I put the roof up on the car just before the start as large drops of rain had started to fall. A couple of minutes before the start I changed my mind and stowed the canvas in the boot for the rest of the day. The route had been provided a few days before the trial and supplementary instructions for tyre pressures and restarts were provided at signing on. As the ground conditions were dry classes 7 & 8 were set at 18 psi for all except the last section, harsh but necessary.

I normally use 12 psi on the road when I'm not trialling. Restarts were duly noted and written on our Route Card. Back to my usual victim in the wingman's seat (John Werren) who ended up struggling with some of the route notes and correcting commas and full stops (do you have to go to Grammar School to do that?) but we managed to re-join the route when we went wrong and find the correct sections in the necessary order. Section 1 (**Tin Pan Alley**) and 2 (**Axe**) were duly completed with the normally slippery clay baked like a brick and cleared by all that completed them (restart on both for us). This led on to a Special Test at **Boxwell** that was completed in a respectable 18.7 seconds. The next sections **Wood Lane** (3) Restart, **Mackhouse** (4) were cleared and we made our way the Lunch stop in a Tesco car park. After a 30 minute break we drove to **Bulls Cross** (5) Restart and **Catswood** (6) for two more clears. Too easy? It's hard to fairly handicap people on a dry Trial. We arrived in the woods at **Prickly Pete's** (7) and watched the two Trolls of Emma Wall do the restart and clear the section, followed by Mark Hobbs to the 1. Followed by us doing the restart and putting the front wheel through the top marker. Not so good when the marshal says 'shame class 7 don't have a restart', (5 points) and the first senior moment of the day! Further along the track led to **Sapseds Surprise** (8) with a right turn off the track to a steep wet clay bank which I could only get to the 6.

How did Charlie Merson get to the 2, it truly must have been an inspired climb. Feeling somewhat deflated after the last two sections we moved on to **Mini Hoskin** (9) and **Don't Blink** (10) for clears on both. Section 11 **Merves** looked very interesting with a twisted restart in a dip. We were at the restart for many seconds and I asked if we could go yet to be told 'half an inch' to which I said 'over with the front or behind?' 'over' came the call and the flag was dropped to let us complete and clear the section. Half of the class 7 cars failed and it was lucky I didn't start moving early. On to **Battlescombe** (11) for a restart for all classes which only claimed penalties for a total of 6 cars. We then drove to the second Special Test at **Bull Bank** which we completed in 12.02 seconds with a long reverse to finish with. The last section was **Viaduct** (12) where we were given a free choice of tyre pressure and a restart. The grip had been good with 18 psi all day, so there was no reason to drop the tyre pressures on the last section.

Off we went, up to the restart on the right side and stopped. I saw Paul Watson on the restart and congratulated him for his Class 7 win on the Exmoor Clouds in the golf GTI powered Imp the previous week and eased the car off the restart. Two things happened, the car eased away and promptly dropped into and on top of a hole in the track. Totally diffed out (beached like a whale) and 6 more points added. Oh yeah, I forgot to mention about the other 'senior moment' where I dropped the tyre pressures for grip I didn't need losing ground clearance that I did need. 17 points dropped for the trial including 11 points dropped that a sensible person shouldn't have dropped. That's trialling!!

The dry weather conditions conspired to ruin a really good trial. The organisers did all they could to level the playing fields and make the best of the sections they had – very well done. Despite my senior moments, a fun day was had by all and congratulations to all involved in the organisation, running and allowing us all to use the venues. A special mention to all the marshals that did such a

brilliant job. Apologies to Paul Watson for some unfiltered words that escaped my mouth as I fell into the hole on the last restart 😊😊

David Uglow

There is to be a celebration of life service at Bodmin Crematorium on Friday 6th of October, casual dress and no black ties. Following the service you are invited back to the Old School House, Stoke Climsland for refreshments.

Tailpiece.

Well it has finally happened, the 2CV AKA “Mona the Vampire” has finally emerged from the garage into bright sunlight after 11 months of struggling, cursing and much throwing of money at it, from a distance it doesn't look bad, one thing is for sure it'll never look this good again once it get's introduced to some mud, although I expect there will be a bit more fettling before that happens, I think I'm reasonably pleased with the result though. I do have to accept it ain't gonna climb like a Dellow but I'll at least be in the dry and with a heater (of sorts), old age creeping on.



That's all for this month folks, keep the contributions coming.

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