



Launceston & North Cornwall Motor Club Ltd



Member of the Association of South West Motor Clubs

LNCCM newsletter April 2025

Chairman at full chat

Start of the month saw the Launceston Trial held for the 39th time. A really good entry assembled in the yard, the slope from the road proving a tricky first section for most with a van or trailer and kept Bill busy in the Landy for a good while!

Once in and signed on the catering proved very popular and thanks to Vic's Catering for stepping in with short notice to do it for us.

Sections were in good form, the solos and outfits in particular dropping more points than normal years, John Lockett coming out as best solo and Alan and Patrick Keat best outfit for a fourth year in a row (Nigel said it needs to be 6 in a row for another clock). The cars had their first non-Class 8 winner for a few years with the Facey family in the formidable BMW claiming top honours.

The weather on the day was perfect and thanks so much to everyone that competed, came and marshalled, officiated and helped set up (and put away) as ever a great team effort for another successful event. Of course, extended thanks to the Newman family for the use of the woods for what I think is the 6th decade of using the families land. We may have something a bit different planned for the 40th running next year, so watch this space!

The following week was the AGM at the Fox & Grapes, several of us gathered for something to eat at the pub beforehand, they are very generous to us so it's nice to help support them back - excellent grub that is very reasonably priced - highly recommend a visit.

The AGM saw a few changes in positions. Richard Simpson stepped down as Secretary and Lorraine Rippon has very kindly stepped into the role. John Turner after re-inventing this newsletter stepped down (good news is he is still remaining on the committee) but we are very grateful to Richard for switching from Secretary to newsletter editor. I thank both very much for their efforts.

A slight adjustment in the Treasurer ranks as Jan Cooper kindly takes on a role as joint-treasurer so that Mike's work can be shared a little. Everything else, I believe, remained 'as is'.

April is a more relaxed month, club-wise, although the Land's End is coming up at Easter with many of us on marshalling duty or competing. The Land's End always has fond memories for me as the first trial I ever saw. As a four-year-old my grandad took me to Crackington to watch, apparently only intending to take me along for an hour. I didn't want to leave so we stayed for five hours, although can't imagine that went down too well back at HQ back in the pre mobile days!

All for now.
Simon R, Chairman

Simon O's Successful Pot Hunt



Here is LNCMC's best-dressed man (and arguably most successful driver) Simon Oates, with his car, his dog, and the ACTC Crackington Cup and ASWMC Classic Trials Championship Trophy, both of which he won in 2024. Style fans will note his immaculate blazer, tie and chinos rig is tastefully accessorised by an LNCMC beanie hat, available at modest cost from Andrew Rippon.

Simon adds: "Further cups and prizes were won by club members at the ACTC awards dinner including Andy Beveridge, Andrew Rippon, and Alice and Karen Warren, to mention but a few.

"Great to have such experienced and capable members in the club which I'm sure will repeat these successes again in 2025.

"I however don't seem to have time for so many trials in 2025 but the car may be available for others to use throughout the year, just drop me a line or give me a bell." That's an incredibly kind offer, Simon!

Richard's editorial ramblings

First, apologies for the late publication of my first newsletter for the club: it's been a busy time both with work and matters motorcycling, and second my warmest thanks to my predecessor John Turner for making this publication an integral part of the club's life.

While I didn't compete at the Launceston Trial this year, I did do a bit of marshalling there, and the event seemed to run well. We do still have issues with competitors following the route around the sections: some people got lost between the start and section one, with competitors approaching from both directions. One car even reversed a considerable distance to get to the section start. No, I couldn't work it out either!

There was certainly an eclectic mix of entries, with motorcycles ranging from a 125cc BSA Bantam to a sprinkling of proper 'banana' trials bikes (which the organisers wisely used as course-openers) and a full-on KTM motocrosser!

I bit the bullet and have entered the Land's End Trial. Prevarication means that I will be second to last bike away, which at least means that I will do more of the course in daylight. See you at Blue Hills (hopefully).

By way of training/shakedown I had two-days of trail-riding in Devon with my two brothers, being guided by Rob and Liz: old friends from my days in the Cambridgeshire TRF. I only fell off once on a tour that included some famous sections from the Exeter Trial, including Donkey Trot and Simms. It has to be said that the latter hill looks a good deal less intimidating in April than it does in January, and the slate is quite grippy when dry.

Brother Mike never does things by halves, and decided to return to motorcycling by buying a Honda XR600 out of storage. This had a preliminary outing doing the 'daylight' Land's End Trial last year, and it's taken most of the intervening 12 months to sort out all the niggles that inevitably emerge when a bike has been laid up for years.

Preparing for the journey to Devon, Mike realised he didn't have a ramp long enough and strong enough to get the weighty XR into the back of his truck. Here is his improvised solution!



Yes, he used a loading shovel. The clue is in the name!

I said he doesn't do things by halves. That approach was also seen on the trails, when the mighty XR somehow ended up embedded in a hedge, with only the back visible. While us brothers stood around wondering how to recover it, Liz grabbed the rear wheel and dragged it out singlehandedly.

"I've had lots of practice," she explained to me. "I did nine years of the British Sidecar Enduro Championship since I last rode with you."

Blimey.

And on that bombshell, as they used to say on Top Gear, I'll bring this to a close with an appeal for amusing, entertaining and informative editorial content, with car-related stuff particularly welcome. Just send it to richardsimpson94@yahoo.co.uk, and I'll see if I can get next month's newsletter out on time.

Keep it between the hedges

Richard