

LNCMC June Newsletter 2025

## CHAIRMAN AT FULL CHAT

*Chairman Simon Riddle is looking forward to an action-packed Summer*



The month of May saw the start of our summer programme of events. The Northgate Sporting Trial, this year as part of the national championship which in turn increased entries up to 16 by the day, held on a glorious Saturday but with enough damp still amongst the trees to take a good range of scores throughout the day, with the seemingly unstoppable Thomas Bricknell prevailing as the overall winner at the end of the day. Many thanks to Andy Prosser and team for laying out, and of course to the marshals, landowner and competitors.

The Bank Holiday weekend then saw us again attend the Launceston Steam Rally for all three days over the weekend with a nice range of vehicles, well co-ordinated by Andrew again, ensuring we had a good selection on all days. Another good opportunity to put the clubs name out into the community and hopefully drum up interest in our activities. To top the weekend, we were delighted to be presented with a trophy for best stand in the show, so well done to all and thank you to everyone that brought a vehicle along and/or manned the stand across the weekend. See the picture above.

We are into June now and the Carr Cup Testing Trial on 8<sup>th</sup> June at Winsdon Farm, Nr North Petherwin. A non-damaging fun day out, usually really popular with the youngsters coming into grassroots motorsport. So why not come along and give the event a go: it is a variety of timed tests on a flat grass field?

If you would like to enter then please contact Lisa, we are still operating on a 'cash on the day' system with payment for the short term.

The following weekend sees the Spry Sporting Trial on Saturday 14<sup>th</sup> June, at a new venue of Willtown Farm at Broadwoodwidge. So hopefully some good support for this one to see what the ground is all about and of course any offers of marshals, greatly appreciated for either of these events.

See you out there

Simon

ANYONE FOR PENDENNIS?

*Nigel Cowling, a stalwart of event organisation, section layout and marshalling, takes a turn behind the wheel at Pendennis Motorcycle Club's Flora Trial. Simon Oates not only lent him his car, but also navigated and provided this report.*

With an entry of 118 bikes and only 15 cars, it sure was interesting as bikes, chairs, quads and a single 1970's throwback of three-wheeled quad with golden glitter-ball helmeted rider with the biggest smile in Cornwall all attacked the course. Fifteen brilliant sections for the cars and 25 for the bikes plus two timed-sections for fine-tuning the results.

There were a few holdups, but the entertainment watching it all unfold was worth every penny spent on entering! Nigel Cowling was driving my Liege, and I was holding on for dear life in the passenger seat. I'd put extra heat-shielding under the passenger seat since the Land's End Trial but soon realised that more was needed.

Nigel tackled the first three sections with trepidation but gave his all and we left them with a clean sheet (we thought we'd dropped a point on the third section) and massive smiles. He couldn't have done better, and I think he surprised himself considering he hadn't driven the Liege in a trial for two years. The clean sheet continued to lunchtime with some memorable sections and brilliant driving.

Back to the Star Inn at Vogue for a bacon butty and cup of tea. On seeing some tasty fried onions, we decided to have a burger and onions instead (not a Mega Burger that was sooo tempting).

Suitably refreshed, we made our way to the next sections that were reorganised in a different order to keep everyone moving. Another clear and on to three sections in Fraser's Wood just up the road. I decided not to blow the tyres up (7psi) as it was only 400 yds up the lane. Big mistake as we were lead back through Ponsanooth, on to the A38 and couldn't safely do more than 30 mph until we made the bluebell-laden woods.

Two years ago I told Nigel to carry on when we went into a bush, and we ended up with a broken windscreen. This time he drove like a pro and cleared all three sections.

Two more sections were cleared on the route and only two left to do, still with a clean sheet. One, Blackdowns, had previously been used on the Land's End Trial, but is now judged far too difficult for the MCC.

We had a restart, and had watched 4x4 quads failing the hill, which was worrying! At the restart we probably stopped too high and failed to clear the hill despite intense bouncing and swearing, and dropped six points.

Once we had reversed down, it was clear Nigel was not in a good place but I thought I had given my all. Onward through and around Helston, we drove on through Four Lanes and on to Lanner Green for the final section. Two massive steep hills up and one down, what could possibly go wrong?

The intention was to keep to the left on the last steep hill. Nigel scaled the first hill, successfully, went down the second and turned the corner (unlike two years ago) and attacked the last hill with vigour, maybe too much vigour as he forgot to stay left and hit the Number Two marker pole on the right, taking it out and leaving us stranded with all wheels in the air.

My leg cramped up as I tried to push the non-existent brake pedal and we waited to be pulled up and out: what a way to drop three more points.

Considering how few times Nigel has driven the car, he did fantastically well and only dropped nine points: all on the last two hills. We can only dream of what could have been! Back to the Star Inn at Vogue for a thoroughly deserved pint and tasty carvery.

Thank you to all involved with this gem of a trial, the atmosphere and sections are some of the best around and will always be one of my favourite trials of the season, shame more cars don't do it, but then it might spoil the whole experience. Jeremy Clarkson told me that "it is probably the best trial in the world" and we all respect his views don't we!

## ON ILKLEY MOOR BARR TAT

*Simon Oates gets back into the driving seat, and heads North*



The previous Sunday I had been passengering at the furthest West trial (Flora Trial) in my car, then the next week I did the furthest North trial (Ilkley Trial).

A six-hour trip up to Bradford north (Bingley) on the Saturday was quite uneventful, we stayed two nights at the Premier Inn 45 minutes from the start at Pateley Bridge Showground.

We took the car off the trailer to a very well organised scrutineering and signing-on. Once done, we made our way to the Café for bacon rolls and drinks (top priority) and then toured around the competitors and cars.

My heart had a Basil Brush moment and went “Boom, Boom” when I came across John Charles’ yellow Liege which was finished and fettled to such a high standard: definitely a favourite for me!

Sunshine and dry conditions meant that the organisers would have problems providing any stopper sections so they specified varying tyre pressures in an attempt to level the classes of cars. Paul Bunn was my wingman again, and had the new experience of following ‘Tulip’ directions throughout the trial.

He did this faultlessly all day apart from me seeing a white marker (straight on) and followed the road to the right before realising it meant straight on to a gravel track – totally my fault. Haribo Tangfastics were offered to marshals and competitors until they ran out as long as they did the voice (you either know or you don’t) with some hilarious reactions.

We found a bit of running water at the start of the first section but it had little impact on the first restart or sections (Watergate 1 & 2) and we cleared them both. Section 3 was for bikes and section 4 (Dry Gill 1) was for Class 8 only, where they all cleared the restart. All the rest had to do section 5 (Dry Gill 2) with a restart for classes 6 & 7.

All went well until someone said “did you see the number eight gate?”. No I didn’t and neither did 24 of the 30 cars that did the section which straight away gave the class 8 cars (which didn’t do the section at all) an early advantage. Local competitors spotted the offset gate with their local knowledge and owl-like observations when going around a hill and into the sun.

I’d been counting the gates down from 12 and as we passed the 9, the restart came into view which may be shifted my attention to the next perceived problem.

Trials are like it sometimes and we continued on our quest to clear everything else during the day. On to the next section where an ice-cream van sat invitingly next to Barden Bridge, but we resisted the temptation.

At Strid Wood 1, 2, 3 & 4, we had three restarts on grippy moorland and maintained our goal. Back to the main roads for three miles to Hawpike 1 & 2 and then the first Timed Section. We cleared the two sections and approached the first timed section which we had to smash to have any chance of any decent position in the trial. Whoever set the course out did a cracking job with lovely flowing lines between gates (apart from the first two). We gave it everything and hit second gear after the second gate and threw to car around the bends for the fastest time!

Out of the farm and 11 miles to Ellers for a bit of shade in the trees and an easy restart. Three miles down the road we stopped at Fewston Village Hall for a sausage roll and cup of tea provided by the wonderful local ladies. Sword Point 1 & 2 were in some shady woods

with some more technical sections and restarts which caught a few out. After section 5 we had both been shouting the gate numbers as we passed them in case of more offset ones. We followed the route to Stumps Garage for a 'Splash and Dash' where my phone card took five minutes to pay for £14.02 of petrol.

Now we were tail-end Charlie and bringing up the rear as we entered Sean's Wood 1 & 2 and enjoyed the shade again in the woods. All successfully completed and on to a short section at Brimham Lodge. We had a fly-by of some vertical take-off turboprop aircraft as we waited under a large oak tree, and then cleared the section.

The last Timed Section at Somerset Field was attacked with vigour as before, resulting with the fastest drifting time again. Note to self, maybe use second gear a bit more often!!

Fantastic views again as we drove on to the last section West Wood 2. Short and technical again and easy to make a mistake, so we took our time and came out the end clear. A short dash back to the Showground and finish, finding water across the road on the way back. We could have done with more of that on the trial, but it wasn't to be. It must be one of the best organised trials around and as Ilkley Virgins, we were made to feel so welcome, I thank you all for a brilliant day's entertainment.

Competitors supported the Air Ambulance and Alzheimer's Society with donations on the day.

In-car footage of the Yorkshire Dales Classic Car Trial by Hannah Ferguson on YouTube is thoroughly recommended if you want a flavour of the day. It was also interesting and maybe unusual having a local Class 5b car (pre 1941 Sporting Trial car) running in the trial and finishing third overall, well done!!

Best overall car of the day was Julian Lack in his class 8 Wasp. We managed to scrape a class 7 win and 8th overall, which all things considered was the best we could do. After the Land's End Trial where I didn't stop at the top of Blue Hills 2, which cost me the trial, and not seeing the eight gate on this trial which again cost me the trial, what will the future hold? As Mother always said, "Bad luck always comes in threes" and as we all know, Mother was always right.

Stay tuned...

SHOW AND GO IN EXETER

*Come to BHP Fest*

There is just time - and some spaces are still available - for ASWMC Member Clubs and individual championship contenders to display their cars in the dedicated ASWMC paddock at the BHP Fest in Exeter on Sunday June 22<sup>nd</sup> ( <https://www.bhpfuefest.com/> ). Attendance at this extremely popular 'petrol-heads' show is always measured in the many

thousands, and it is an ideal opportunity to 'spread the word' about club motorsport and recruit new members.

It is FREE to show your car, and you will be given one free pass, with ASWMC member clubs qualifying for up to five exhibitor passes ... so to book your space please contact Colin Anderson as soon as possible - [autocross@aswmc.org.uk](mailto:autocross@aswmc.org.uk).

Rupert Barker  
ASWMC Media Officer

WHAT A GATE TRIALS CAR



Due to safety concerns and the latest trend for more open sporting trials sections Andy Prosser has decided to take the opportunity to fit larger and more robust roll over protection to his car.

FREE TRIALS TYRE 4.00 18



This Mitas trials tyre has a centre tread depth of around 7 mm. Unblemished beads. Still usable, and perfect for this Summer's forthcoming Testing Trials. The 4.00 18 size fits the rear wheel of most modern trail bikes and all but the most ancient trials bikes. Text Richard Simpson on 07812 402021 to arrange collection.

COMING NEXT MONTH...

The kit reviews I promised you last month, but couldn't fit in, plus reports from the Carr Cup and Spry Sporting Trials. All contributions/reports and pictures welcome.

Meanwhile, keep it upright and between the number boards!

Richard