

LNCMC newsletter August 2025

Chairman at Full Chat

Our only event in July was the return of the Motor Traders Car Trial to Waterloo Farm, featuring a 16-entry field and a great range of vehicles across the classes — from experienced drivers to first-timers. The lack of championship contenders this year was a little disappointing, but it is mid-summer and there's plenty going on.

Some dampness made the morning rounds more challenging, with the majority of points dropped before the lunch break. However, with time for three rounds after lunch on much drier ground, the scores improved considerably. Calvin Moores won the Motor Traders Trophy from Arnie Martin — well done to them, to all the award winners, and many thanks to all competitors, marshals, and the landowner for the venue — all as appreciated as ever.

As I write this, we have our stand at the Launceston Show once again this year. At our recent committee meeting, it was agreed that while the show doesn't produce sudden boosts in entries, it remains important to keep putting the club's name out there in the community.

Looking ahead to August, we have a Production Car Autotest for cars, along with a Testing Trial for the bikes at Trevilla on 17th August. There's a slight change in wording and eligibility for this one, but we hope to see as many of you as possible there. We'll again be supported by Vic's Catering Van.

A little added extra this month is an **Evening Trial** on 27th August, which Darren was keen to run. With the green light, it's happening at Winsdon Farm. This event will be open to both bikes and cars but will be laid out similarly to a car trial (with added challenges for the bikes). Keep your eyes peeled for entries opening on our Facebook page and website. We're aiming for a 6 PM start, with catering again in attendance. The emphasis will be on this being a late summer social event — with a competitive side!

Hope everyone is enjoying their summer, and I'll catch you at an event soon.

Simon R.

The Motor Traders Trial Sunday 6th July 2025

After a break from the usual venue last year (held at Winsdon Farm in 2024), it was a return to Waterloo Farm with the kind permission of James Werren and family. The weather was variable and the sections were set up the previous day with the distraction of clouds of Horse Flies. The flying piranhas seem to breed well in the field hedges around the sections and were extremely hungry after a year without the Motor Trader victims: ask Nigel and the Ruby family what it was like on Saturday!

Sunday came and there was a threat of showers and gusty winds which would make for an interesting days trialling. There was a total lack of entrants for the ASWMC Championship which was disappointing, but 16 others entered with variable experience of field trialling. The Trial consisted of six sections that were completed five times during the day with a lunch break in the middle and excellent mobile catering provided by Vic's Mobile Catering Van to add ballast for the afternoon!

The sections were also updated (changed) throughout the day especially if the marshals thought it was too easy. Different tyre pressures were set for the different car classes in an attempt to level the playing field.

Adam Sutton came from afar also doing a trial for the first time in a yellow Suzuki and learned so much. Keira Johns had never driven a car and passenger Darren Ruby commented on an "interesting" experience in the Micra, but boy did she do well! Emma Groves drove her Beetle with determination and beat the other class 3 car. Millie Carter was driving Calvin Moores class 8 Special for the first time and was threatening Calvins pride by almost matching his scores – girl power. She shook off the jitters and surprised herself with the Ladies Award! This is why we do these field trials and encourage youngsters and some grumpy old gits!

John Sandercock in his Saxo showed his car skills and stormed his way to a class win. Bob Hutt closely followed John in his red Toyota and got the most out of the car with improving skills as he learns its foibles. Dave Haizelden drove the well-sorted Golf Mk1 GTI and commented "it's not ideally suited to this Trial". That may be true but he had an inspiring drive clearing hills with verve and zest, what a great car and driver combo.

Simon Willey was partnered by the Duracell Ninja, Nick Sherrin in his Reliant. Nick bounced and shifted shadows all over the car to complement Simons considerable skills at the wheel: how they got up some hills I'll never know.

The Escort Mk1 of Arnie and Joe Martin was destined with a class win for Arnie and the Junior Award for Joe with him equalling father in round one and beating him in round five. Father had the last word and beat him on points in the car. The low gearing and smooth driving of the car delivered the results.

The same can be said with the impressive drive of Steve Ball in his Suzuki X90 which was well prepared and driven. James Holder in his immaculate Toyota MR2 improved as the day went on and certainly showed the car's capability which was impressive to watch. The steering lock is a bit limiting but with precision positioning at some of the gates showed what can be achieved.

James was followed by Hannes Tanzer in his red Marlin as a first time trialer. He is more used to speed events and quickly adapted to feeling the car and how it was connected (or not) to the grass. He was very competitive and even took the doors off the car to lose weight.

Zak Ruby and Ed French drove my Liege for the day with Zak gaining the Novice Award and Ed winning the class with a first drive in the car.

Overall winner of the Motor Traders Trophy was Calvin Moores in his Special and only dropped 14 points during the day. Impressive driving skills that keep delivering fantastic result, helped of course by Millie in the passenger seat😊.

The squadron of Horse Flies seemed to keep away most of Sunday due to climatic conditions except for a couple of marks on Andrew Rippon! A final THANK YOU to all marshals and everyone involved in the day, without you we couldn't run these events. I hope the memories and smiles continue well into the future.

Simon O.

Ed in the Bike Shed

Testing, testing



As Bryn, our much-loved old lurcher clocks up the years (15 so far), there is always, hanging in the background, the sad knowledge that this year or next might be his last. And I'm starting to feel the same way about my KTM 950 Adventure. It's fine mechanically, but parts are starting to get a bit thin on the ground, so any failure or mishap might signal the end for it.

Built in 2004, owned by me since 2005, it's survived three house moves and a divorce! Soon it will be old enough to qualify for the Vintage Motor Cycle Club. So, I always have to keep an open mind about its replacement. A couple of years ago I tried a KTM 890 Adventure, and didn't like it. Subsequently issues have emerged with the 790/890 parallel-twin engine, and with the financial health of KTM itself, so I can only feel I dodged a bullet by not buying it.

Last month I found myself back at our local KTM dealer: the excellent JD Racing in Saltash. Part of the showroom is now dedicated to Suzuki, and my attention was drawn by the DL800 V-Strom

adventure bike. It should actually be called the P-Strom, as like its KTM rival, a parallel twin has replaced the earlier models' V-twin engines.

They didn't have a DL800 demo, but they did have the naked road bike that shares the same engine: the GSX 8S. So I took it for a quick spin. It's styled to appeal to the combat trousers, paratrooper boots and crewcut brigade, but I have to say, that it has a much nicer engine than the 890 KTM, a fantastic gearbox (just like my lovely old Suzuki DR350S had, but with a quickshifter!) and excellent-quality suspension. The cable clutch is more abrupt than the hydraulic ones used by KTM, which might be a problem off-road.

Because of the design you wouldn't want to ride it for long at high speed, but it's difficult to fault otherwise. My only reservation is the twin headlamps (shared with the DL V-Strom). I don't know how effective they are at night, but with each lens seemingly only the size of a playing card, they mean the bike could be easily missed by car and truck drivers in the daylight.

I don't want one, but if I have to pension the 950 off, I'd consider buying one. As for Bryn the lurcher...I don't think he could ever be replaced.

Sticky-back plastic



Ethanol evaporating through the fuel tank has made the stick-on black graphic panels on the KTM look ever-more tatty (thanks Gretta). No replacement available so I made my own out of black car-wrap film (a bit like the sticky-back plastic of Blue Peter fame).

I created templates using stick-on tracing paper from a dress-makers shop, then cut the shapes out of the film with a craft knife: the kind with snap-off blades I tried a Stanley Knife, but the blade is too thick to get a fine enough cut. I then used surgical spirit to remove the old graphics and glue, to create a pristine surface.

To prevent the bubbles returning, I placed each of the freshly cut sheets face down on a sheet of thick cardboard and used a hammer and hollow punch to create rows of 3mm holes at 40 mm intervals. This, I hoped, would allow the ethanol to escape through the sheet rather than bubble it without making the bike look like it had been machine-gunned!

I carefully peeled the graphics into place, and they look OK, from a distance at least. They do still bubble, but you can just ease the bubble towards the nearest hole before it gets too big.

Was it worth the effort?

Well, it was a bit of a faff, but it was worth it (just). If I did it again, I'd make 4- or 5-mm holes which would hopefully vent the vapour a bit better. And if anyone wants to give it a try, I've got loads of the tracing paper left...I don't think I'll take up dressmaking just yet.

First aid

As we all know, it's become increasingly difficult to source professional first aiders to cover our events, so we have grown our own. These are a few hard-working members of the club exec/marshalling team. I am going to arrange further first aid training for these good people, but more volunteers would be welcome. Remember, as a competitor you may actually be first 'on scene' at an incident, and knowing what to do to aid an injured party may well mean a better outcome for both them and you!

Email me on richardsimpson94@yahoo.co.uk if you are interested.

Next Month...

It occurred to me that post Easter's Land's End Trial I cleaned the Beta X-Trainer, lubed the bits that might go rusty, pumped up the tyres, put it on its stand...and it's just been a fuel bowser for the lawn-mower since. Not good. So I'll (hopefully) give it a run out at the forthcoming Invitation Trial. Remember fellow motorcyclists...my presence there means that you will almost certainly beat at least one other contestant...ME!

And I'll also be producing another newsletter. All contributions welcome: words, pics or both. And you don't have to be called Simon to get published!

Again email me at richardsimpson94@yahoo.co.uk with tales from trials or workshop. Workshop-related car content is particularly welcome.

See you on a section, somewhere

Richard

Next Events:

17/08/2025 **Invitation Trophy Trial** – Non damaging car auto test & testing trial for bikes.

27/08/2025 **1st Evening Field Trial** – 6pm at Winsdon Farm, North Petherwin.