

## LNCMC Newsletter February 26

### **Chairman at full chat!**

Onto the second newsletter of the year already! I must admit I'm a little bit out of touch this month, as I've swapped the weather warnings for sunnier climes and have relied on messages and YouTube/social media to keep tabs on the January trialling so far. It looks like the amount of rain has made the valves earn their crust so far this year!

After a little break in activity, we are back in action on Friday with our awards night. Once again, the take-up has been excellent, so we look forward to seeing you there for another good, relaxed, social evening.

A few weeks further down the line and it's our single-venue Launceston Trial on 1st March. Always a popular event, and entries are coming in nicely, so if you are thinking of entering, get your entry in as we have been fully subscribed for the last two years (entries close 22nd Feb).

All info is on the club website, of course.

At our last committee meeting, we firmed up our calendar for the year ahead, doing our best to avoid clashing with any other local motor club events — not easy for the summer events, as we have a limited time frame in which the weather is generally more on side.

All for now,

*Simon R*  
*Chairman*

***Continued on the next page...***

## Tales of two trials

*Simon Oates has been out Liegeing twice last month!*

Bodmin Heights Sunday 18th January 2026



## Paul Watson surprises in a Skoda



**Seconds out! Whippersnapper Calvin Moores in the MG J2**



### **Nick of time: Nick Symons' Singer singing with Ben at the wheel**

Reeling from the provisional results for the Exeter Trial the week before (that young whippersnapper Calvin Moores beat me in the family's MG J2 to win Class 7 by just over a second on the observed tests), I was half hoping he wouldn't turn up for the trial. Sure enough, he was there looking young and keen to rub my nose in it again, but will he, not this time!

Navigator Liam Hartley is waiting at the scrutineering looking a little tired. Turns out he was on a PlayStation at 2am but was still keen to bounce and do us proud. The start almost came too quick with my morning ablutions not yet completed so we left as the second car of the day with clenched buttocks and trepidation. As everyone knows, this can either work to your advantage or definitely not (being second car I mean) and I was leaning towards the later.

At the first section (Daisy's) Mike & Anne Tredrea were waiting to start their first trial in their Marlin. I popped over and wished them the best also suggesting they dropped the rear pressures below the 12 psi they were on (10 psi allowed). I think they got to the 7 but spun up and lost traction.

We managed to clear the track for all that followed but the next three competitors didn't get up either. Out of LeBall Woods and up the road into Leneskin Woods for Tall Trees where we scored a 1.

Roddyduggan next where restarts were cancelled and Mike and Anne turned the right corner like Pro's but got no further, a shame but I said how well they'd done. Following their steps, I tried turning right and thought I'd left it too late as we drifted left but with extreme luck the car found grip at the last second and ascended to another 1. As we left the woods we gave it beans for the one and only Observed Test but had I done better than the Whippersnapper?

That's all that matters really!

At the end of the woods we were held until all the bikes had cleared Kingswood, the next section. Once released in groups of three, we approached the challenging hill. Mike and Anne pluckily attacked the first corner, nearly drove into a solid oak tree, and went no further!

So the section hadn't had a car up yet and it was our turn. Fairly gently around the first corner and then a load of welly with mud and muck (I saw some bullocks the other side of the hedge) flying everywhere and Liam in his element hanging out and to the back of the car. We cleared it but so very nearly didn't and Liam was plastered, not but drink this time! At the top our coats were dragged through the grass to get the worst off.

I think everyone that cleared the section must have had a massive grin from ear to ear! Then we were on to Cardinham Woods, down Hoskins hill to Powell Hill for a restart at 16 psi. A bit of an ask, but we managed it and off on the roads towards Wadebridge and Eddy's Incline.

The restart had been cancelled, and we gunned up the section into the blinding sun. I lined up very precisely and saw the 12, 11 and 1 around the top corner but never actually saw the section even with the sunglasses I'd just put on.

Eddy's Branch Line was next, with a deviation to the left at the end and a higher restart, again into the sun. We nailed it and with some relief got out of the section to find Mike and Annes' Marlin boiled over.

Back to the restart for a few piccies and eventually on to the next section at Hay Farm, called Hay Twist. Freshly excavated out and treacherously slippery, we gave our all and dropped a further two points. Through the woods to Hay Fork with another horrible and challenging right off-camber bend at the start. Another one that lady luck was shining on us (I must do the Lottery next week) and we scabbled around and up the section, through the Class 8 restart and around loads of tree stumps to the top.

Rather than going back down the section (would ruin it for next cars), we followed the track we'd got there on and backed up behind a few cars. As they failed the section it meant we were now behind three or four cars as we went on to Hay Fork, with a sharp left bend (prong?) at the top. Once cleared, off to QE2 for another clear.

Over the hill to Hustyns to clear again and wait for more photo opportunities. I rushed out of the car to find Nick Symons' Subaru powered Singer Chamois poised on three wheels just short of the 1, and Ben Symons giving it hell and a bit more!

We encouraged, everyone else's arms swung with the invisible pull and push, until eventually she moved when he turned right. What a cheer, their first time to clear the hill. I know Ben's tongue was hanging out but I think everyone was knackered as well, but so, so pleased!

Next we were off to Dunmere Woods for the final four sections, well ahead of time. Corner Climb was muddy, rooty, and ruddy to say the least and we popped out the top like a cork out of a bottle. Next to it was Gerald's Gradient which was similar to the previous and a true challenge again. A couple of photos again at the top and I inadvertently nearly stopped John Early from going through the 1 marker: I think he was posing for the camera and not concentrating on the finish.

All was well and it went down as a clear. Through the woods to The Tunnel where it was a restart for Class 8 only which we were happy about because the sun was yet again bright, low and blinding so that I hadn't a Scooby Doo of where the section went. Again, luck was on our side and we scrabbled our way through and up a right-hand clay bank and out of the section.

We waited for some action on the section but following cars must have been held up further back so we carried on down the hill through the woods to the last section Westlake Wonder. With the Robinsons in control of the start, I surveyed the first 40 yds which was a mud and clay track through serious thick roots which then turned left up through the trees.

I'd done well here three years ago and as always, you always want to do better. I reckon I could keep to the right of the ruddy track, just missing the big tree stump also missing a lot of roots to maintain some speed and give the hill a good crack.

"You're not thinking of going out of the track are you, that would be stupid," came advice from behind. I lost my conviction to try an alternative route as we think we've only dropped 4 points, or it could be 5.

I followed the ruts and roots with the engine on full song. We were kicked everywhere, got through the damage area and attacked the hill. We didn't get to the Class 8 restart (later removed) but managed a 5. Disappointed, we reversed back down and parked up to wait for more victims for the camera.

A pint of Guinness was calling from the Borough Arms and eventually I couldn't ignore it any longer and drove to the finish to sign off. What a day, it turned out that trialling from the front worked this time and we did well.

There wasn't a section that wasn't a challenge and the ones we cleared weren't easy. The extra effort and work after Storm Goretti was clear (no pun) to see in some fantastic sections and it has shown clearly why it's deservedly in the ACTC Championship. No question that so far this is the best trial of the year so far.

Take note all other motor clubs: Camel Vale has set the bar very high, can any of you do better this year?

A bit rough around the edges but make no mistake, that is meant as a compliment and I wouldn't change a thing. The comradery throughout by all involved was mind-blowing, thank you one and all. Ben, Simon & Emma, remind me to put something over the bar!

### Clee Hill Trial Sunday 25th January



**A wing without a prayer: Simon says he has no idea how his mudguard broke**



**Cue the cars: waiting at the Meadowley Wood holding areas for the bikes to finish**

On a high after the Exeter and Bodmin Heights Trials and all the luck that was on my side, I thought that buying a few Lottery tickets may be a good investment.

Saturday morning was an extremely wet and busy one, helping to sort equipment from the small old LNCMC trailer to the bigger one recently purchased by the Motor Club. It has been sign written and had Phil Francis and host, Nick Symons drilling, bonding and screwing some new racking inside the trailer for all the equipment to fit logically. Andrew Rippon, Darren Ruby and I were kept busy sorting, cleaning and throwing old items (will we use/need them again?) and making a few suggestions. I left before all had been completed so that I could load the car on the trailer and get up to Hereford for an overnight stop prior to the Clee Hill Trial.

All loaded and checked, I picked Paul Bunn up just as half time for the Exeter Chiefs had been blown. At least he had time to watch a wet and dismal first half. The trip up was very wet and windy and it was a relief when we booked in to the Premier Inn (without any sign of Lenny Henry).

A quick check of the straps before leaving Hereford (the car was still there!) and a dash up to Ludlow to the start next morning. Into the Park & Ride car park to find there were only three wheels on my wagon (trailer)! Had it been stolen or did it come off on the way up?

I later put the spare on and drove home with just three nuts on each wheel. The lottery tickets didn't come up the night before either, so maybe this was the bad luck week and the second thing to go wrong?

Scrutineering completed, no route amendments but lots of comments about the finding and return of my lost hat from the Exeter.

The weather was holding out and not yet raining, so off to Harton Wood on 15 psi for an easy clear. The only special test was promptly dealt with (I still don't know how I was so slow in the first test on the Exeter) plus the video of Dean Partington flying (literally) on the test is worth viewing and to the first challenging section which was Coats Wood with an extremely sticky grass track with rooster tails of mud following all cars.

Once clear on to Easthope 1 with free pressures. The ruts certainly threw us around and once clear we inflated the tyres to 18psi and followed a track to Ippikins Rock where the right bend was somewhat slippery but again cleared. Harley Bank 1 was another challenge as it was very steep and slippery through the trees with grip coming in and out.

Eight miles on to Meadowley Wood and Holding Control for about an hour while the bikes finished the section. As we waited, the Class 8 geezers started to arrive: we hadn't seen them since they set off in front at the start and were wondering what had happened to them, we half expected them to lead the cars all trial.

Eventually, two Class 7 cars were released to the section, typically we were third car. The first two got to the 6 and reversed out. Our go through the ruts, tree roots and mud came, and it was like being in a washing machine but I'm not sure what the program was!

Clear and the rain started, quite heavy as well. The wipers smeared the mud, then it tipped it down, the mud was volume washed off and as we got to Hillside 1, unbelievably the rain just stopped.

Queues of cars in front and little movement until it was decided that only Classes 7 and 8 could do Hillside 2 & 3 (Hillside 1 cancelled). It was a quagmire up there but we just found enough grip at 3psi on both hills to remain clear.

Two miles up the lane we arrived in the queue again for Abdon Liberty and discovered the back half of my rear driver's side mudguard was hanging by a thread (of fiberglass) and I hadn't a clue what had caused it. I twisted and pulled it off so that I didn't lose it and could wash it off in one of the many puddles. Hopefully that was the third unlucky thing of the week.

This resulted with extra mud and water deposited on my back and down my neck but the hat was working overtime. When we eventually got to the section (none of the queue cleared the section) there was a lot of conflagration about what was out of sight around the left-hand bend. Those that came down said gloopy mud and deep ruts but hadn't got anywhere.

Luckily John & Natasha Early went in front of us in their Liege to an 8 and helped start clearing a track. We gave it everything and got through the gloop and onto some tight grass. I made the mistake of easing off to see if I could find any grip and lost some vital momentum. We went through the 7 for a 6 but should have done better. I think most of the Class 8 geezers cleared the section, showing the difference between Class 7 and 8 cars.

The only restart of the trial came next at Oak Dingle. A few words of wisdom came my way "right tyre in left tyre rut", I looked and was a bit sceptical, but it could work, or not. John and Natasha followed the left route, cleared the restart and out of the section. A brilliant drive which I copied next. I would love to have had a go in the track proper but made the right choice on the day.

A long trip past the Squirrel of 27 miles to the last sections. High Cullis was first with the Earlys giving it a go and reaching a 6 (I heard it on the walkie-talkie). We followed and where there's a left turn up through a grass bank, the marshals were guiding the Liege out of the hill and were like me, surprised and unprepared. We slowed and hesitated until they were fully clear and turned up the hill. The car didn't respond very well and I didn't get the engine revving properly but also went through the 7 marker for a 6.

Through the woods to the last section The Goggin for a good blast to the summit, pumped the tyres up and back to the Squirrel to hand numbers in, sign off and hand the accident declaration form in.

As we were loading the car on the trailer, a Transit van owner (parked next to us) turned up to find his battery was dead. I'd shouted inside and outside at the start that the headlights had been left on. Unfortunately, he hadn't heard me, so we lent some tools, tried a jump pack and eventually the burger started.

A 90-odd mile enjoyable, dirty, muddy and potentially damaging trial, somewhat spoiled by the queuing and delays caused by the previous weather conditions and underfoot challenges. Several sections had to be cancelled to keep the cars flowing. Great organisation overall and many great sections which are much appreciated by everyone, thank you all. All followed by long trip back to Cornwall, and a bit of repair work to the car in the garage to keep me out of mischief (wishful thinking).

### **A reminder: renew your sub for 2026**

Membership for 2026 is due.

On the club's website please go to Online Entry <https://www.Incmc.co.uk/online-entry/>

Then Membership Application & Renewal Form

Fill in the form and submit on-line.

It should then give the various options to pay.

Full Membership      £12.00

Extra family members £2.50 each

Junior membership    £2.50 each

Alternatively go to <https://www.lncmc.co.uk/other/>

Then Membership Application Form

Print off and send in a hard copy plus payment

Memberships can also be paid when entering the Single Venue Launceston Trial on Sunday 1st March, either on-line or by post.

## **News from the Ed's bike shed**



**Difficult to tell who is leading who astray here**

A weekend spent entertaining the step-grandchildren is at least part of the reason why this newsletter is a bit later than I hoped.

Anyway, confession time number one. I decided not to enter the Chairman's Trial...I don't think it's stopped raining here since they posted the regs for it. I have instead been tempted astray and will be entering the Falcon Motor Club's March Hare Trial in Gloucestershire at the start of next month.

Reason being I feel I need to restore my confidence after a series of disappointing non-finishes and non-starts. According to the organisers, it's really, really, easy, and looking at YouTube clips the sections appear to be little more than the green lanes that I used to ride when I lived in Gloucestershire.

It would also do me good to actually win something, and there's a small entry. On initial inspection, there doesn't appear to be a Class C Motorcycle entered. So, rather than enter the 300cc Beta in the most popular and contested Class B, I'll ride the 700cc GasGas in Class C. That way, I can come my usual last and still win the class!

Decision made, and entry entered, I then spot a Beta 500 in Class C...oh dear, that's a proper enduro bike as opposed to the road-biased 'enduro travel' GasGas...a lot lighter and more wieldy. Still, I console myself, the GasGas's excellent road manners will allow an easy ride from a cheap hotel near the finish the 25 miles or so up the M5 to the start. And the GasGas 700 has an 'off-road traction control and braking' setting, so all I have to do is twist the throttle and steer...well, that's the theory.

I've also evolved a tyre strategy. The half-worn trials tyres on Beta will be transferred to the GasGas, which with 70-odd bhp at the rear wheel will probably finish them off by the end of the day, while a new set of Pirellis will go on the Beta in time for the Simpson Bros two-day trail ride in Devon, which is followed less than a week later by the Land's End Trial.

What could possibly go wrong?

Actually...don't even ask!

Confession 2: As probably everyone except me noticed last month, Simon Riddle was credited for an article contributed by Simon Oates. Apologies to both and thanks to Mike for pointing it out!

### **And finally ...**

As ever my thanks to this month's contributors, and a plea for more content: words, pictures, even items for sale and wanted. Cars, bikes, observer reports, triumphs and disasters from the workshop or roadside, and a review of the Awards Night...you name it, I'll publish it!

Send to [richardsimpson94@yahoo.co.uk](mailto:richardsimpson94@yahoo.co.uk)

And keep it upright and between the markers.

*Richard Simpson*  
*Editor*