

FOR SALE



At the request of Pat Gomm there is a large selection of mechanics tools, fasteners and similar items that belonged to the late Mike Gomm available for sale. Included in the sale are a variety of sockets, spanners, and other hand tools for the garage, air and other power tools and tools for DIY.

Please do not contact Pat directly :-

Email Joe Caudle with your for more details of what is available prices etc.

joe.caudle@btinternet.com

FOR SALE

6 LITRE FOAM FIRE EXTINGUISHERS
GOOD CONDITION ,SERVICED AND TEST UNTIL MARCH
2013
IDEAL FOR WORKSHOPS ETC.
£ 10 EACH



PETER COOPER brfirepete@btinternet.com

Upcoming Events

| Event | Venue | Date | Type |
|--|----------------------------|------------|------|
| Tamar Classic Trial ASWMC & ACTC Round | East Cornwall & West Devon | 28-10-2012 | B |
| Ron Beer Sporting Trial | Harrowbarrow | 27-12-2012 | C |

CLUB NEWS



| | | |
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Launceston & North Cornwall
Motor Club Ltd

Member of the Association of South West Motor Clubs



<http://www.lncmc.co.uk>

September 2012

Editorial

After a summer when my family have dominated my thoughts and time this somewhat belated newsletter has finally made it to you.

The club has been very active over the summer. Thanks in particular to the work of Simon Riddle, often supported by Nigel Cowling, there has been a full calendar of events for members to participate in. This has included the resurrection of the Carr Cup Autotest in a format to suit trials prepared and road cars. Thanks also to Simon for the event reports.

There are reports from the summer in this copy of 'Club News' however there is a lack of photographs to illustrate many of them. If you have or know of any photos of our events this year please let me have copies as they would be appreciated for publication on our website and for our Awards Presentation evening.

I spent a long weekend at the Goodwood Revival this year instead of attending the recent David Ayers Trial. So you have a copy of the results but no report or photos as yet—any views or pics would be gratefully received. Congratulations to the winners - more details may follow in a future edition.



The Club is currently working hard with our friends from the MG Car Club to put on the Tamar Trial. This task has not been made any easier since the sad loss of joint Clerk of Course Pete Moores. He is greatly missed and this year the event is being run in his memory. We hope that as many competitors as possible will enter from the organising clubs to support us.

Pete is shown here in action working hard as bouncer for son 'Fred' in his MG J2 on Blue Hills.

It is my hope that future issues will not have such a long gestation period, Personal matters kept me from the computer and diluted my enthusiasm this summer but time is a great healer. If you have any material for the newsletter please don't hesitate—email it to me. **JC**

We are Proud to Sponsor Egloskerry Primary School AT GOODWOOD'S GATHERING OF GOBLINS 2012



Some very lucky children from a rural, village school in Cornwall were able to take part in the 'Gathering of Goblins' at Goodwood Race Track on Sunday 8th July. Ten children from Egloskerry Primary school and their Greenpower Goblin kit cars ('Rapid Lines' and new car 'Tulip') were, for the third year, the only Cornish Primary school competing in this year's kit car racing event in Goodwood.

They were presented with the award of 'Best Bodywork' for Tulip; the judges loved the link to Tulip Foods – the car's main sponsor.

The Greenpower Goblin project aims to introduce children from primary school to the grass-roots learning associated with engineering. This is achieved via the building and racing of an especially designed kit car for children - The Goblin.

As children leave primary school and enter their secondary school education this project is developed into the Formula 24 kit car events; the next stage up from The Goblin. This is precisely why the Year 5/6 teacher Mrs Kerr started the project at Egloskerry Primary school in 2008. The project is organized so that every child who enters Class 3 is involved with the Goblin project; whether it is with the sponsorship, marketing, building, driving, buying parts or the budget. All of the learning is integrated into all subjects and lessons.

Travelling from Cornwall and battling through floods and torrential rain all weekend, parents, children and Mrs Kerr safely arrived at Goodwood the day before the event. After a celebratory meal and a relatively early night everyone was raring to go for all of the driving events on the Sunday. Children competed in a Drag Race, a Slalom, a Chicane and one lucky child's name was drawn out of each helmet to drive their car in the 'Race of Champions'; a lap of Goodwood's famous race circuit. Che drove Rapid Lines and Millie drove Tulip.

EU ROADWORTHINESS TESTING

In July, the European Commission published the detail which turned out to be a proposal to replace the current Roadworthiness Testing Directive (2009/40/EC) with a completely new Directive. **The draft of the new Directive has implications for all motorists, not just historic vehicle owners.**

You may have recently seen headlines re EU moves to introduce a new 'Roadworthiness' Directive - i.e. 'MoT testing', which if implemented could **outlaw any 'modifications'** on Classic cars.

This will have far reaching implications for our sport and effectively outlaw many trials prepared historic cars and 'specials'. It is also a great threat to the British companies that specialise in parts, modifying and restoring historic cars for motorsport.

Please sign the online "PETITION" below,
<http://epetitions.direct.gov.uk/petitions/37784>



The FBHVC (Federation British Historic Vehicle Clubs) now say they are taking this matter seriously {having initially implied (we) should 'wait & see' as these are (only) proposals.} Given the importance of the Historic Vehicle Movement [FBHVC report 2012] and the lack of progress to even suggest a 'voluntary testing system' for pre-1960 vehicle, {they become exempt from MoTs on 18th November 2012} the matter should be tackled pro-actively...

PLEASE 'sign' the petition, and pass this on to fellow enthusiasts for their support.



BRITISH GRAND PRIX SILVERSTONE

It all started at Christmas after too many glasses of port when I said to my boys "How about going to Monaco for the Grand Prix next year?" To my surprise both immediately said yes we are up for that.

Fortunately for my wallet and in the cold light of day when diaries were checked the timing was completely out of the question because of Ben's exams. Eventually Richard and I settled for going to the British Grand Prix instead.

I had not been to the British Grand Prix at Silverstone since 1988 when the Ferraris of Alboreto and Berger took pole positions and Senna won the Grand Prix. However, I was familiar with various changes and improvements made to Silverstone over the years as for the last ten years I have gone to M G Live, the excellent M G based event.

7 July came round in no time and we travelled up to Oxford through very, very heavy rain all morning, in fact there had been horrendous flooding in South and East Devon. Apparently even the pre-booked campers had been turned away from the campsites at Silverstone because of water logged fields causing much ill feeling and fisty cuffs and resulting in people being stuck in traffic jams for up to 7 hours. On Saturday the authorities closed the car parks and spectators intending to arrive by car were asked to stay away to rest the grass.

Sunday morning it was up at 5.45 and we travelled on the back roads to Silverstone Village to pre-booked parking away from the main complex and were able to drive straight to the park. It was dull and overcast and we donned Wellingtons, water proofs and umbrellas for the 20 minute walk to the circuit. We arrived at the outside of Copse Corner on the concrete banking in front of a big screen and a commentary speaker armed with a special Silverstone radio which was essential to follow the proceedings when the cars drowned the circuit commentary. You can only identify drivers by car and helmet design.

There were various support races on the dampish track with a few spinning off. After the Red Arrows had provided a spectacular display the sun started to shine and we stripped off the various layers down to T-shirts and the track was dry.

One o'clock came around in no time. Copse was a sea of McLaren red baseball caps, T-shirts and coats and the fans became very vocal when Hamilton took the lead which was very short lived and only arose through his very late initial pit stop. These same fans went very quiet when he fell back to 8th position. Alonso in the Ferrari seemed to settle in to a controllable lead over the two Red Bulls and the middle of the race became a little processional. However, things started to liven up around lap 40 when Mark Webber visibly started to catch Alonso whose tyres appeared to have been going off. After a few laps of steadily closing, Webber was through to the lead on lap 48 to the delight of the crowd with only four laps to go. Vettel was unable to close the gap on Alonso. At the flag Alonso was in a sandwich between the two Red Bulls. I was very impressed with the performance of Romain Grosjean in the Lotus who, after an early pit stop was virtually last, stormed through the field to a very strong 6th place. Surely a potential World Champion.

Whilst unlikely to see many over taking manoeuvres outside the DRS zone, one has to admit that the speed is awesome, drivers' skill unbelievable and the atmosphere fantastic. A truly worthwhile experience but one not needed to be taken annually. Sorry no 'photos, I forgot the camera!

Motor Traders Trial

David Robinson won the Motor Traders Car Trial for the 2nd year running by a clear 24 points from his nearest challenger, Hans Viertel.

This year we had a new venue for the trial, at Waterloo Farm, North Petherwin. John Werren (landowner) had made several fields available for us to use, unfortunately with all the rain through the summer the access to one of the steeper fields was very difficult so we re-jigged things around a couple of days before the event, with 2 sections in a field we hadn't looked at previously. 13 entries were received, (although Ken Best was a non-starter and Joe & the Pop unfortunately retired early on) a little low on numbers but this did allow us to run 6 rounds of 6 sections, giving everyone good value for their day. In light of the relatively low number of entries we are looking to push the date of the event back, earlier in the summer in the hope of attracting a few more.....???

The early morning misty drizzle made the sections in the steeper of the two fields very slippery, with sections 4 & 5 particularly difficult in the morning. Section 6, the longest of the sections, ran well all day and continually provided a range of scores. After re-tweaking some sections between rounds and the drizzle lifting, ground conditions were much better for the afternoon, giving everyone an opportunity to register a few 'clears'.

David (Reliant) and Hans (Beetle) were the clear front runners all day, David pipping Hans by a few marks on all but one (tied) round to take overall honours. Hans therefore won the amalgamated Class of 1, 2, 4, & 5, with Ken Bassett taking the 1st Class award. Whilst the un-ballasted front wheel drive class was close all day, Karl Oakley (Saab) eventually taking the class award.

Many thanks to the marshal's that turned out to help and hopefully we can encourage a few more cars along next year.

| No. | Class | Name | Total | Position | Award |
|-----|-------|-----------------|-------|----------|-----------|
| | | | 193 | 2 | |
| 21 | 0 | Nigel Oakley | 202 | 3 | |
| 22 | 0 | Philip Thomas | 221 | 4 | |
| 23 | 0 | Richard Arscott | 185 | 1 | Class |
| 24 | 0 | Karl Oakley | 147 | 3 | 1st Class |
| 25 | 1 | Ken Bassett | 194 | 6 | |
| 26 | 2 | Brian Alexander | | | |
| 27 | 2 | Joe Caudle | | | |
| 28 | 2 | Simon Oates | 171 | 4 | |
| 29 | 2 | David Robinson | 68 | 1 | Overall |
| 30 | 2 | John Werren | 230 | 7 | |
| 31 | 4 | Hans Viertel | 92 | 2 | Class |
| 32 | 5 | Kenneth Best | | | |
| 33 | 5 | David Hearn | 190 | 5 | |



PETER MOORES 1942-2012

Saturdays, in the season, he would watch Rugby at grounds in Launceston or Plymouth.



Peter enjoyed his sport and will be missed not only by the motorsport and MG fraternity but by many Cricket and Rugby colleagues in the South West.

We would all like to convey our sympathy and commiserations to his wife Ann and their family, Joanne, Jonathan (Fred) & Jemma.

TESTING TRIAL

| Driver/Rider | Sections 1 & 2 | Sections 3 & 4 | Sections 5 & 6 | Total | Position | Award |
|-----------------|----------------|----------------|----------------|--------|----------|-------------------|
| Steve Urell | 266.69 | 240.34 | 217.07 | 724.1 | 3 | |
| Chris Barnicoat | 246.72 | 304.83 | 273.58 | 825.13 | 6 | |
| Andrew Craddock | 184.6 | 210.32 | 193.64 | 588.56 | 1 | Class |
| Buster Griffin | 211.13 | 220.44 | 241.67 | 673.24 | 2 | |
| Claire Haskins | 240.19 | 283.81 | 237.8 | 761.8 | 4 | |
| Andrew Craddock | 226.23 | 328.39 | 231.56 | 786.18 | 5 | |
| Pete Townsend | 261.23 | 366.85 | 296.91 | 924.99 | 7 | |
| Philip Thomas | 266.62 | 334.4 | 290.29 | 891.31 | 5 | FWD Award |
| John Werren | 284.79 | 330.93 | 278.93 | 894.65 | 6 | |
| Simon Oates | 215.38 | 274.21 | 251.2 | 740.73 | 1 | Invitation Trophy |
| Chris Jory | 274.01 | 325.91 | 290.84 | 890.76 | 4 | |
| Steve Veal | 261.2 | 336.52 | 336.45 | 934.17 | 8 | |
| Simon Riddle | 244.19 | 312.57 | 277.89 | 834.65 | 2 | Class |
| Steve Moir | 257.06 | 304.76 | 278.91 | 840.73 | 3 | |
| Nigel Cowling | 304.17 | 334.76 | 326.56 | 965.49 | 9 | |

* Classes amalgamated for award purposes.

The Testing Trial took place on 24th June at Cannafame and, with a last minute rush we ended up with 15 starters making for an enjoyable day. We were able to run 6 sections - two morning rounds and two afternoon rounds with a BBQ at lunchtime. Despite a deluge of rain the night before the day itself turned out to be dry and the sun even made a rare appearance. This year we utilised more of the undulating ground near the entrance for some new and different tests, and the long, spread out slalom section was great fun in the wet! Surprisingly time penalties this year were much fewer despite the slippery conditions. The overall award, The Invitation Trophy, went to Simon Oates in his Torum Special who was quicker on all tests than any other car competitors. Andrew Craddock took the bike class on his Yamaha and also gave an outing to his BSA. Simon Riddle ended up taking the car class award, pipping Steve Moir by just 6.12 seconds and Philip Thomas was the quickest Front Wheel Drive.

Carr Cup Autotest

| No. | Entrant | Round 1 | Round 2 | Total | Position | Award |
|-----|---------|---------|---------|-------|----------|-------|
|-----|---------|---------|---------|-------|----------|-------|

| | | | | | | |
|----|-------------------|--------|--------|--------|---|--------|
| 51 | Chris Barnicoat | 320.05 | 279.93 | 599.98 | 4 | |
| 52 | Tristan Barnicoat | 287.8 | 239.5 | 527.3 | 1 | Class |
| 53 | Steve Urell | 245.57 | 284 | 529.57 | 2 | |
| 54 | Megan Urell | 297.65 | 235.04 | 532.69 | 3 | Novice |

| | | | | | | |
|----|-----------------|--------|--------|--------|---|----------|
| 60 | Dave Haizelden | 254.22 | 227.65 | 481.87 | 1 | Carr Cup |
| 61 | Katie Horton | 291.28 | 297.51 | 588.79 | 3 | |
| 62 | Brian Alexander | 314.3 | 268.48 | 582.78 | 2 | |
| 63 | David Miller | 321.43 | 299.96 | 621.39 | 4 | |

| | | | | | | |
|----|--------------|--------|--------|--------|---|-------|
| 64 | Steve Moir | 258.43 | 245.25 | 503.68 | 1 | Class |
| 65 | Liz Moir | 331.98 | 280.87 | 612.85 | 4 | |
| 66 | David Hearn | 394.42 | 347.55 | 741.97 | 6 | |
| 67 | Nigel Cooper | 390.43 | 314.67 | 705.1 | 5 | |
| 68 | Simon Oates | 304.4 | 251.46 | 555.86 | 3 | |
| 69 | John Werren | 277.59 | 261.89 | 539.48 | 2 | |

The Carr Cup Autotest was reincarnated this summer, held at Smithson, near Kelly with some fantastic views all around. There were three sets of markers laid with two different courses to be taken around each set of markers. All competitors were given a map of (in theory) what to do, after much head scratching and attempts at walking the course in the correct way we were underway. There were several time penalties being accumulated on the first round but as the afternoon went on this became less and, indeed those that kept the time penalties off their scores fared well in their respective classes.

Whilst results were being calculated, an 'American Autotest' was done 'just for fun', involving a whole variety of tests done all in one attempt, which made a few people check their fuel gauges! Dave Haizelden took the overall honours and duly the Carr Cup for FTD, whilst Steve Moir added to a good performance on the Testing Trial by taking the Car Class award this time around. The combination class was very tight, Tristan Barnicoat beating Steve Urell by just 2.27 seconds to the award, whilst Megan Urell who was less than 3 seconds further back was best Novice on the day. Many thanks to competitors and marshal's for an enjoyable afternoon.