

Monthly Newsletter May 2020

Well here we are again, with even less to write about than last month, in terms of motorsport anyway. As I said last month my list of jobs around home have been quite mind boggling, you name it I've done it, if I'm not careful I shall be taking up gardening, perhaps not, as that would necessitate management approval, and we're very clear on that topic. The Sparrows in the camera nest box that were making a new nest last month have hatched four young and all are virtually ready to flee the nest, country entertainment!!



With everything on hold all planning for the club's centenary is shelved for the moment, you never know it might be a celebration for 101 years, I'm sure we will be able to party at some time. Committee meetings are also non-existent but you never know we might end up doing virtual meetings by Zoom, if its good enough for the government it's gotta be good enough for us mere mortals.

Fortunately our club President and stalwart contributor has some more historical notes for you so over to Robin.

Historical Notes (part 8)

As I pen these notes continuing the history of our motor club, gems of information keep surfacing enabling me to further expand the story, and hopefully in the end, to have a more complete record. As I research I come across scraps of information that I had noted in the past and then filed away and forgotten. One such piece recently came to light when I was going through one of my filing cabinets. It was a scrap of paper from a notebook with a hand written note that had been handed to me at some time in the past, under which I had written, - Charlie Walters/ Warin. It refers to a piece printed in the Cornish & Devon Post Thursday September 6th 2001 and I quote , - 80 years ago Sept 10th 1921 a large number of motorists and others gathered at Lifton on Wednesday to witness a hillclimb for motorcycles and motorcars arranged by Dunheved Launceston and District Motor Club, the President of which is a Mr F.A. Blake, followed by a word (longhand) which I am unable to decipher. The report goes on to say , - Mr R Prout, Ford with specially built aluminium racing body in competition with Mr (Haskins ?) Hurstman attracted much attention.

Hurstman cars of which one or two survive were manufactured in Bath between 1914 and 1929 and had a fine reputation for reliability and performance , and is recorded as the first British car to be fitted with a supercharger. Returning to Mr F.A. Blake and the date, it can be established that he became the first President of our motorclub, and Mr Leslie Major whom I have mentioned earlier in this series most likely succeeded Mr Blake. I am indebted to Barrie Kirton , Archivist of the M.C.C. with whom I have consulted about the 1930 Land's End Trial, as Launceston itself was very much a part of this annual event for many years. In 1930 competitors had a time check at Netherbridge before entering the town and parking in the square and walking to the Town Hall to partake of lunch. The route card states" Proceed without waiting to Guildhall Square. Park as directed. Sign and lunch at Town Hall. Caterer, E. Reed, Supplies, Wooldridges, Control from timing point to re-start after lunch."

There was an entry of 400 , of which 259 were cars derived into 4 classes according to engine capacity. Class 1V (d) , cars exceeding 1,500 cc numbered 336 to 400 listed no's 349 – 350 and 351 as – RGT Bear driving a Mark 4 MG of 1,802 cc 4(cyl) and W.P Uglow and L. Major with 18/80 M G 's of 2,468cc (6 cyl).

*This information is particularly interesting for two reasons, first it leads me to question the name Bear. There exists a small plaque with the inscription **Ron***

Beer secretary 1936 . I have reason to believe it is one and the same person but the inscription is incorrect. Second , L.Major can only be Leslie Major of Polapitt Tamar mentioned earlier in this narrative and who by this time may have become President ? These three competitors running consecutively were in good company with the likes of H E Symons, Agnes Gripper, W M Couper & R J W Appletonton name but a few of the well known personalities who entered these events of the time. Frank Allott, 747cc Austin was also a competitor in this 1930 L' End. His son Clive was a member of LNCMC in the 1990's when he was a near neighbour of mine farming Trevilla , Camelford. I remember him as a bit of a wild character competing in events with a Morgan.

To be continued RHTM

Yours truly garage stuff has been somewhat curious to say the least, the Dellow is covered in dustsheets, ironically I took the spare engine block down to Wadebridge a week prior to lockdown for a rebore and crank regrind and that's where it still sits, all the scooters have been fettled to within an inch of their life so my attention has been focused on the Fergie tractor.

Ever since buying it (nearly seven years ago) I have complained that the clutch is difficult to operate, often needing to stand on it to change gear , after a two hour tractor grass cutting stint I had a right leg like that of Roy Chubby Brown and a left leg more like Bradley Wiggins, walking was interesting to say the least. After talking to Andy Prosser our local "all things Fergie" guru I decided to take matters to hand. With the tractor stripped down it was obvious the clutch was in need of some tlc so a quick call to local specialists DPR to check they were open, YES, and I have to say a very impressive turn around of the job I now have a fully reconditioned clutch which is featherweight to operate.

As with all these jobs one always leads to another, the tin worms were doing their level best to make me a lightweight bonnet, which to be honest I didn't really want, so after a good wire brushing and a couple of coats of Hydrate 80 of which I am a bit of a fan, the rust according to their blurb will be stopped, personally I would be happy if it was just slowed down in line with the local speed limits. Then followed a bit of welding and filling and a lick of paint, the tractor is now somewhat rejuvenated. I can start looking for the next job now. All for this month but please , please do feel free to contribute.

J.T.

E mail billjan299@gmail.com