

The Motor Cycling Club Ltd
MONTHLY NEWS LETTER - APRIL 2005

www.themotorcyclingclub.org.uk

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COMMITTEE BUSINESS *Here are some of the main points discussed at the March Executive Meeting:*

Members Survey Two points here to be noted (A) that most members were happy with the club as it is in the main but would appreciate at least one event in addition to the "Big three". Most wanted some form of one day, single venue trial and this might be covered by replacing the present Testing Trial, an event whilst popular in the past now faces falling entries. (B) A few members still feel communications and PR could be improved and this will be faced in the future.

Class O Agreed this should remain in much the same format as now but emphasised that although this is a **TRIAL with off road sections**, every effort will continue to be made to keep these *non damaging*. "Old" MCC sections are to be used where possible. A Class O page is to be added to the website.

Results In future Provisional results will be sent by post to all competitors and marshals but only posted on the web and Emailed when all queries and protests have been settled. This will avoid any confusion in people's minds between provisional and final results.

Barrie Kirton, the chief scrutineer reported that since the Exeter Trial he has thoroughly investigated the rear light visibility question and agrees it is a minefield of sometimes conflicting regulations. He has written individually to all competitors who were affected but would stress that even in cases where by its age a vehicle may be exempt from part of the law it is in competitors' interest to ensure their lights are clearly visible from all angles

The Treasurer reported that competitions generally were running at a loss and although there were some non re-occurring items in the 2004 figures the overall costs were likely to increase over the next two years due to increasing permit fees and insurance rates. To counteract this it was agreed that *next year entry fees into the three main events should be increased by 12.5% but this would allow club membership fees to remain the same*. A form of limited family one day membership will be worked out for the minor events.

Gerry Woolcott produced a sample of the medal which will go to all finishers in the **EDINBURGH CENTENARY** event and will also be used in the forthcoming **LANDS END AND EXETER CENTENARIES**.

LANDS END TRIAL Course opener Ian Bates was confronted at the top of Beggars Roost by a most hostile farmer threatening dire consequences to anyone coming past his property. After being subject to verbal and physical assaults a shaken Ian sensibly decided discretion was the best policy, meaning that for the first time since the early twenties competitors were not given the chance to test their skills on the Roost. The matter has already been taken up with the appropriate authorities and we understand the culprit will be receiving a visit and warning from the local police.

Despite the trial's severity it seems to have been enjoyed by most, helped no doubt by a clear moonlit night followed by spring sunshine, although some Class O competitors felt that one section, Adrian's Way was out of character for the class. Due to recent logging operations it turned out to be more severe and rough on the day than had been anticipated so was deleted.

Gerry Woolcott has streamlined the procedures this time and the PROVISIONAL results should have already reached competitors, officials and marshals. Allowing for the usual protests and queries period this will mean that full FINAL results will be available on the web a week or more earlier than usual and will of course appear in the next Triple.

From these early results it seems only 36 competitors were able to claim clean sheets while in Class O - even after the removal of Adrian's Way - only 18 of the 48 entrants will be receiving their tin medal. These figures may be subject to some amendment but indicate the event took more than its usual toll.

WANTED I am looking for a supplier for some tyres for the Troll. Specifically 165X15 Michelin XZX and 185X15 Matador CMP 300. Any ideas? By the way I have replaced the wire wheels and splined hub adaptors (v heavy) with steel wheels. The hubs are Ford 4.25 pcd. Front wheels are Peugeot 206 space saver spares 3.5X15 (£20 and 5 kilos each), and the rears are Weller 6X15 competition rally steel wheels (heavy but strong) that I have had cut down and welded to 4.5" wide. In case you are wondering, the Peugeot metric pcd is 0.0025" different to the Ford centre! To that end I have to sell 4off 51/2X15 and 2off 41/2X15 wire wheels (cleaned up and sprayed) and a set(4)of bolt on wire wheel adaptors that fit Ford or 4" BMC hubs. **ROB WELLS** on 07836 229800 or rob@lewisracing.org

FOR SALE Marlin roadster swb . MGB1800 twin carb engine , sump guard and marina 10 cwt back axle. Mot`d dec 2005 and taxed until June 14 " wheels shod with michelin mx tyres . Twin spare carrier with wheels. Tonneau as well as full hood and sidescreens. Slightly frayed around the edges and a little tlc would not go amiss. £2900 ovno.

MATT WILMORE on 01525 374068 or e-mail matt@allplayandnowork.co.uk

WANTED I've just bought a Lada Riva and I'm trying to find a company who can make a custom sump\ tank guard for me, before I trial it. The company I used to use has gone bust, so I'm wondering if any member can suggest alternative suppliers I could contact? *Please reply to m.hughes@hp.com*