

The Motor Cycling Club Ltd
MONTHLY NEWS LETTER – MARCH 2007

www.themotorcyclingclub.org.uk

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EDITORIAL POLICY Last month we tried the experiment of sending you copies of the News of the Week (NOTW) which is distributed only by Email to those members for whom we have a suitable address. This is a much less formal publication than the Monthly Newsletter (MNL) which is distributed to ALL members by post or Email and sets out to convey important information promptly and simply in a manner Triple which only appears three times a year cannot do.

The experiment seems to have been popular so we are repeating it this month so after you have read the important announcements on this page then read on to find a view on events of February through the eyes of NOTW.

TYRE OFFICER. **Pete Hart** who for some time has been acting as Car Tyre Officer for the ACTC has agreed to look after MCC in the same way. This means that in future, car tyre problems can be referred to him for instant decisions. Pete can be contacted at:

Tile Barn, Doynton, Bristol BS30 5SU Telephone: 01179 372611 or peter.j.hart@btinternet.com.

COMMITTEE NEWS. Last month the general committee meeting covered lots of ground and produced several useful decisions including:

- The special annual award for those getting CLEANS in Class O will in future be a separate, simple but distinctive trophy known as a TRIO.
- Distribution of Regs and Entry forms by downloading from the web will continue for at least the next Edinburgh and Exeter Trials in view of the success with the current Lands End.
- To encourage our regular marshals a separate MARSHALS NEWSLETTER will be published quarterly and guess who is writing it.
- The Monthly Newsletter (MNL) will be expanded to incorporate many items already dealt with by NOTW which at present is not seen by members without Email facilities.

INVITATION. Apart from being an ACTC Championship event the **Kyrle Trial** which is being organised on 22 April 2007 has a Class O section on MCC lines which is claimed to include non damaging but testing sections. Interested? Then apply for details from **Stuart Harrold, telephone 01989 763403 or stuartharrod@onetel.com**

RACE RETRO. **The Historic Motor Sport Show which this year is being held at Stoneleigh as usual but a month later - 23/5 March** – promises to be a well worth while event and one which should be a MUST for MCC members as it features both bikes and cars concentrating on so many aspects of the sport which are close to our hearts. Already we have told members how to get a reduced price ticket by going on line to:

www.historicmotorsportshow.com and quoting code number **CC976** but now thanks to the organiser and practising MCC member Ian Williamson together with the many members who have volunteered their vehicles and services there will be a sizeable stand in Hall 3 devoted to Classic Trialling in general and the MCC in particular.

THIS MONTH has seen the launch of **The MCC Marshal** a periodic newsletter for everyone who helps run MCC events. This first issue has been sent to everyone in the club for whom we have an Email address and by post to all non members who have marshalled in the last year or two. The object of the exercise is to make marshals feel they are appreciated, improve the standards of marshalling on club events and educate members into accepting that marshalling is another way of enjoying motor sport and not a punishment.

We have been most pleasantly surprised at the amount of positive support this newsletter has brought and apologise for not replying individually to the many Emails received but rest assured all the interesting points that have been made will be considered.

SHEPTON MALLETT. The Royal Bath and West Showground hosted the **Bristol Classic Bike Show** where the MCC was well represented displaying a fine selection of machinery straight from the Exeter Trial, in many cases complete with mud from that event, emphasising that we are a club for “Doers” rather than polishers.

The following weekend there was something for those who favour four wheels with the **Footman James Bristol Classic Car Show** where thanks to club member Dave Sapp, MCC interests were represented on the well presented Morgan stand.

We would like to thank everyone who works hard to further the club by attending these shows, manning the stand and providing exhibits; it's this kind of dedication which has kept the club buoyant for over 100 years and hopefully will continue to do so for a second century.

LANDS END TRIAL NEWS Entries now total 351 including 93 bikes, 196 cars and 62 in Class O. This is well up to par and shows that members have co-operated by downloading forms from the web where possible, thus saving the club money and work.

Some modifications have had to be made to the route and a couple of hills changed in the north Devon area but everything is well under control while increased spectator parking has been found at the ever popular Blue Hills.

Now read on and see what happened in February and your comments are welcome.

FEBRUARY THROUGH THE (*SOMETIMES IRREVERENT*) EYES OF NOTW

03.02.07

EXETER TRIAL: FINAL RESULTS These have already appeared in the February MNL which you should have received by now and I would like to remind everyone that with Andrew Brown back from the New World we have them posted on the web in full detail telling what everyone did on every hill. The link is: <http://www.themotorcyclingclub.org.uk/about/whatsnew.htm>
Congratulations to Yoshi (again) Dudley (yet again), Roger on that splendid Scott and indeed to all Class and Medal winners. No doubt your jealous friends will say that 07 was an easy year but that's nonsense – No MCC award comes easily.

EXMOOR TRIAL Although, in last weekends event only 15 entered as MCC members from the 40 bike entries and only 12 from 45 car entries it was pleasing to see many of them in the results which were well balanced across the classes, with only Class 1 not included in the top 10, achieved with selective tyre pressures and some really difficult restarts.

Al Lidgate and John Webb took Class D having stopped on both Riverton and High Bray, both hills looked distinctly outfit unfriendly when viewed from 4 wheels. Andy and Zoe Petherick looked to be very unlucky being the only outfit to stop on Snapper 1 and then the only outfit to climb both Riverton and High Bray.

Adrian Dommatt took the overall honours with the Class 2 Wolsley Hornet and the only clean sheet. Bill Bennett had a storming run in the J2 dropping only 5 to take Class 2 and second overall. Class 2 had the benefit of free tyre pressures and no restarts, which will have helped. Emma Robilliard continued her run of good form to win class 4. Andrew Martin provided his usual polished demonstration to take class 7 and third overall, being one of only two to get off the notoriously difficult Hunstone 2 restart, Oh, and Sticker blew away the opposition to win the Class 3 by a substantial margin. Class 5 went to John Cox with the Porsche 924 from Camel Vale and Dudley (What again?) Sterry took class 8.

The weather was chilly but clear and the views from the top of Exmoor spectacular, which must be one of the reasons why this area is such a favourite with the trials fraternity.

TYRE SIZES. From Jonathan Laver: If you are interested in comparing different size wheel and or tyre sizes, there is a site with a very clever free program. Enter the sizes to be compared and it supplies both a pictorial and dimensional comparison. Find the site at: www.miata.net/garage/tirecalc.html

MOTORCYCLING AT RACE RETRO, We have already told you how to get reduced admission charges for this event on 23-25 March at Stoneleigh Park and now we hear more to whet your appetites. On opening day, Friday 23 March the show will be opened by three heroes of the motorcycle world: Jim Redman, Phil Read and Frank Perris, on Saturday the task will be performed by former French rally star Michele Mouton who will also be displaying some of her driving skills on the special rally course while on the Sunday we have Richard Attwood and Vic Elford, two legends of motor racing who among many other things were team-mates at Le Mans in 1969, sharing a Porsche 917 in that car's first appearance.

U WRITE. From a recovering Roy Warren: It might be the wine that I'm drinking as I read this, (you see I'm getting back to normal already!), or it could be the after effects of the chemotherapy but as I read your missive I had this vision of the future where all MCC members sit at their interactive PC and participate in MCC trials from their living rooms / studies / bedrooms, etc., technology meaning that nobody gets wet, cold or lost; no broken rear axles or drive chains; no punctures to fix in the actual mud. There is never a shortage of marshals; no route marking at unearthly hours; no endless time spent by the committee liaising with local 'bodies'. No fun either come to think of it!

If **Graham Jones** would like to call me on **01323 502551** I will give him the benefit of my experience as regards route card holders.

Recounting his holiday Andrew Brown writes: Took LOTS of pics of 1950s cars in Cuba, not all American I hasten to add. An A35 was the most unusual. **Whatever mistake took it there – BMC teabreak labelling perhaps?**

ON OFFER. Mrs Jo Heath who can be reached on jo_heath82@yahoo.co.uk owns the cherished registration number **V3 MCC** and wonders if any dedicated MCC member would be interested in buying it from her. She has made enquiries about its value and would be prepared to discuss offers in the region of £2000.

AND ANOTHER OFFER FROM A MEMBER. In clearing out the garage at the weekend I have found 13, yes 13, oil filters for BL Marinas. They are old but still boxed. There must be a fellow member(s) out there who could make use of same. I am in Loughborough just off the M1 J 23. Contact me on irnute@hotmail.com

FOR SALE. Class 1 Classic trials car - 1990 VW Golf Mk2 1300 - taxed & MOT complete and ready to compete Approx 8off 185x14 (4 brand new) and 3off 165x13 Colway tyres with tubes and wheels to match 1800cc engine with Weber carburettor, brand new 5 speed low ratio (4.84:1 final drive) gearbox, plus most of the other bits you need to convert to the larger engine No great competition pedigree, but this is more down to the driver than the car, contact me (N. Bristol), by telephone - **home 0117-9507678, office 01454-643307, mobile 07974-237240, or Email ctclarke@blueyonder.co.uk** or see

TAILPIECE: LETTER FROM AMERICA. Buck Shinkman writes: We've been reading over here, too, about the "floating" new BMWs. Should one of our wonderful, collegial, generous, help-out-a-friend fellow Club members in the Southwest decide, in a moment of typical Club thoughtfulness, to send me one of these recently "acquired" items, I promise not to inquire too closely about its provenance.

P.S. 16 degrees F. outside this a.m. I'm afraid I'm off to work on four wheels, rather than two.

And on the same subject Graham Lloyd suggests: Whilst some may have had a chance in a million to obtain a BMW. The Lands End entries from East Devon on newly obtained machines must have to pass through scrutineering without the strong smell of fish.

While ex-policeman Roy Warren warns: Loved your footnote about BMW's. Wonder if those who 'rescued' them from the beaches realise that they'll never be able to get them registered for road use.....?

LANDS END TRIAL NEWS. Don't forget that the closing date for entries is fast approaching so please put pen to paper.

Don't forget too that entry forms need to be downloaded from the website so don't waste time rummaging around your desk thinking you must have put it on one side when it arrived and then mislaid it like you normally do. If you are having difficulty doing this download, simply Email me and I'll sort the problem for you. Whatever you do, don't miss the trial which we promise will be well up to its usual standard with Blue Hills 2, contrary to popular rumour, included for everyone. It will be an option for Class O and there will be at least one restart for all classes to overcome wall of death tactics by the over confident.

Our entry taker, Debs Comber, was almost complimentary about the way in which entries have been completed this time although she did mention that many entrants found that ordering two dinner tickets at £14.75 each was a little too taxing for their numeric skills.

So far I have not heard anything from our Chief Marshal, John Barthram, but I am sure that he could find a job for anyone who needs an excuse to spend Easter in the west of England. I know he would appreciate hearing from potential marshals EARLY as this makes it so much easier to apportion tasks and prevents the last minute fears that a section may have to be cancelled because there's nobody to run it. John can be reached on 01271 376341 (before 9pm) or

jbarthram@ukonline.co.uk

WARNING. *Simon Woodall our Internet guru writes:* It has come to my notice that every subscriber to SUPANET.COM has had his newsletters bounced. This is clearly something that Supanet is doing. Please could you all (don't leave it to the others) contact your ISP and complain that **this newsletter is not SPAM** and that anything that comes from lbi.bcentral.com is from Microsoft themselves and is subject to the most stringent controls to ensure its quality. **Although it occurs to me that if you are one of the affected members being bounced you won't be reading this but remember it for the future and if you don't receive your favourite newsletter one week you know what to do.**

NATIONAL MOTOR RACING ARCHIVE www.motorracing-archive.com is a very worthwhile website where it's easy to lose an hour or more. The organisation continues to grow and is always looking for more old race programmes and similar material to add to its already well filled records.

THE COTSWOLD CLOUDS TRIAL last weekend produced a full entry of 75 cars and the organisers, SDMC laid on a really splendid event for 2007 in glorious winter sunshine. The unusually dry conditions led to eight clean sheets, something that you can be sure COC Nigel Moss was not aiming for, however the feedback at the finish showed that everyone involved had a most enjoyable day. Ian Davis was first overall on times, plus a further five Class 8 cars, three Class 3 Escorts lead by Simon Groves and Emma Robilliard with the Class 4 Beetle, making up the top ten.

FOR SALE. *Come on chaps, poor Mandy still can't sell her VW.* Volkswagen 2Lt 1969 reg, Historic tax, new M.O.T. New brake lines, shocks, chassis totally stripped and refurbished, new floor, original wheels for hill climbing available. Some spares will be going in with the price, was told that it was a very competitive little car. All this for only £1,900 O.N.O **Tel 01749 674116** or mandy@coxley.wanadoo.co in Somerset

TAILPIECE. Despite the country seeing the first real snow of the winter this old cynic has noticed that lighting up time is now AFTER 5 O'CLOCK, he's stopped writing 2006 on cheques and Easter – which can mean only one thing to most of us - is getting nearer.

NEWS of the WEEK ending 17.02.07

SAD NEWS. *Tim Whellock writes;* The committee of the **Windwhistle Motor Club** met this week and after extensive discussion following a recent site visit decided that the 4th single venue clubsport classic trial planned for 29th April 2007 will not happen this year. Extensive timber extraction work by a forestry contractor has rendered the terrain extremely unstable, soft and unusable for trials cars. As you may know Normans Hump had to be cancelled on the January MCC Exeter Trial despite huge efforts by Terry and Jason Flay to reinstate the surface. This years **Bovey Down Trial is cancelled** but we hope to return in 2008 with a bigger and better event.

PRIDE OF AUSTIN RALLY 2007: SATURDAY 14TH APRIL This is starting with a road run from Hopwood services (on the M42 close to the M5 Junction) to the Longbridge plant and then into Cofton Park, Longbridge where a display of cars will be held. Anyone with an interest in the Longbridge factory is welcome to attend but if you bring a car made at the plant so much better. Start time is from 10.30 / 11.00 at Hopwood Services or meet in Cofton Park from 12.00

BROOKLANDS ANNIVERSARY. This year marks the centenary of this wonderful banked circuit which became the home of British motor racing and aviation until 1939 when the track closed due to the outbreak of war. Sadly its airfield had to be expanded to allow the increasingly larger aircraft that were being assembled there to take off necessitating a cutting through the banking which was never replaced. Ironically it was the presence of so many disused flat airfields throughout the country where racing was easy and cheap that partly led to Brooklands never being rebuilt.

Now almost dwarfed by the Mercedes Benz headquarters and test track the remains of the old circuit houses a magnificent museum harbouring memories and nostalgia for a bygone age. On June 16/17th there will be a weekend of celebration and we hope the MCC will be represented and play its part just as it did in the mid war years. 18 months after the track was opened the MCC organised its first annual race meeting there for bikes and cars and soon gained a reputation by supporting the clubman on his everyday sporting machinery. Its One Hour High Speed Trials provided lots of circuit time for a modest fee and were enjoyed by everyone from the "Names" of the time to the novice cutting his teeth on the circuit.

FOUND AT HIGHER RILL after the Exeter: Landranger Map 192, Exeter, Sidmouth & surrounding area, thought to have been dropped by a spectating couple who were following one of the competitors. Contact Tim Keeling, Jacobs Ladder, Queen Street, Keinton Mandeville, Somerset, TA11 6EG. 01458 224082 keelings@keintonman.fslife.co.uk.

LANDS END 'O' CLASS. The Chief Marshal is looking for some more marshals to help out on some of the 'O' class sections at the Cornwall end of the trial. So if you have a couple of hours to spare (that's all you need for an O Class section) and want to help please give him a call on **01271 376341** or Email jbarthram@ukonline.co.uk.

ECO FRIENDLY? We live in a world when the ecology, global warming, and carbon footprints are everyday words and there are many out there who would no doubt like to see non essential sporting motoring banned. I suppose it's difficult to justify our use of fossil fuels so perhaps the time has come when we should do something positive to show that we are not just a bunch of irresponsible louts.

It has been suggested that each time we enter an event, with our fee we should make a voluntary contribution towards planting a new tree to help absorb the extra CO2 we are emitting into the atmosphere. Whether this would really have much effect on the whole picture I doubt, but it would make an excellent PR story.

What do you think?

TAILPIECE: Jonathan Elliott suggests we should look at this link to a website we may find interesting. [English Russia » Russian Tank Recovered from the Lake After 50 Years Been There](#)

It's the story of a Russian tank which has been at the bottom of a lake in Estonia, driven in by the retreating German army after the **battle of Sinimaed (Blue Hills)**. **MCC members fight that every Easter.**

NEWS of the WEEK ending 24.02.07

THIS WEEK has been dominated by responses to my mention of the suggestion that we should contribute to the planting of new trees to show that we in motor sport are not so irresponsible as we are sometimes painted. Not surprisingly many felt we in the sport are no greater offenders to global warming and all that is threatened by it than participants in other fields.

Tim Kingham sums up that view: I am old enough to remember the last oil crisis and how all motor sport was stopped as a gesture, and how the day I was supposed to be racing at Silverstone I stood on my local common to watch as tens of cars drove up, parked and a London ramblers section disgorged and started their Chiltern ramble.

Do the local golf club plant a tree when they light up the night with their driving range? or Manchester United when they play away and drag all their fans up the motorway or play a floodlit match? Do mountain climbers plant one before they jet to the Himalayas or Yachtsmen before they order their next glass fibre 40 footer?

We have no more contribution to global warming than the next sport and we should point that out at every opportunity. **A valid point certainly but do two wrongs make a right?**

Like many of us Roy Warren is perplexed over the different information we receive. He writes:

With regard to your suggestion that we pay extra to help the environment by planting trees I recall a recent article by Boris Johnson in which he stated that the biggest danger to the planet was from methane gas exuded by cows the world over; that methane was 8 times worse than Co2 when it came to 'global warming' and that a report published recently by a team of 'experts' concluded that planting trees was more harmful to the planet than not so doing.

Confused? Not as much as me. Don't get me wrong, I realise that pollution is a problem globally and I enjoy clean, fresh air just the same as the next man / woman. My difficulty is establishing to my satisfaction the difference between fact and fiction, especially when politicians use 'green' issues as an excuse to introduce yet another stealth-tax. If I honestly thought that not using one of my vehicles for a day, a week or whatever would make a significant difference to global pollution then I would do so willingly. However, I have in the back of my mind a vision of tonnes of pollutants being pumped out by emerging industrial nations such as China and India; I question how much pollution was caused by Blair / Bush's excursion into Iraq, and I find I cannot feel guilty about my BSA Bantam's, contribution. So therein lies my dichotomy, to plant or not to plant? I think I would rather leave the answer to that problem to the real experts who view the facts rather than the emotive or political issues attached thereto, and continue to have my motorsport fun without the 'guilt' that so many would wish to implant within me ! (Phew that's better - soapbox now put away.)

Viv Turner who with husband John are professionals on the subject sorts out some of this: Carbon trading - which is what I think you are proposing by donating to tree planting, doesn't actually do what it says it does on the box - having said that, now that there is, thankfully, an ever increasing awareness of global warming and energy efficiency, there is a spiralling increase in the use of wood for fuel which is carbon neutral. Ask any woodburning sales centre! This means that there will be a demand for wood fuel, either pellets, chips or logs that I doubt we as a country will be prepared for, unless we seriously start planting trees in the UK now.

The point I am trying to make is - yes! donate to planting trees - or plant trees yourselves - hundreds of them - but plant them in the UK where they will have a bigger long term impact on our survival rate by filling the void left when gas and oil supplies run out. **That at least makes sense.**

Alastair Queen takes a facetious view when he writes: Surely our contribution as triallers has already been made? After all, many of us do a fine job of rotavating the countryside?

But do we really want trees planted on the restart line?

That's all on the subject for now but please keep the Emails flowing.

NORTHERN TRIAL. The Fell Side Auto Club ran another hard **Northern Trial** in glorious weather last weekend. This year they had attracted a good entry of 33 bikes and 38 cars with a good number of VSCC entries in Class 0. The hills, as in previous years, were mainly on Forestry Commission land and were in prime condition. The only clean sheets were returned by just four motorcycles. Graham Makepeace from Dorchester was top bike, the result being decided on special test times. David Foreshaw in the newly acquired Dingo was best car with just 5 marks dropped; he had to practically rebuild the back end of the Dingo during the trial and deserves his win if only for tenacity. Mark Telford in his Ford Nipper was best of the Class 0 cars with a loss of 16 marks.

Other classes went to Dave Haizelden, the only Class 1 car, Adrian Dommett in Class 2, Sticker Martin in Class 3, Pete Barr in Class 4, Colin Biles in Class 5 and Jonathan Toulmin in Class 7. There were no entries in Class 6 **Sounds as though a few more of us should get our passports out before another year and our thanks go to Stuart Harrold for this report.**

DVD REVUE The Secretary writes: If you have not yet caught up with the feature film "The World's Fastest Indian" starring Sir Anthony Hopkins, then it might be worth getting hold of a copy of the DVD. Nothing to do with fast running native Americans but is a heart-warming tale, based on the true story of Burt Munro, a motorcycle engineer of the old school in New Zealand who takes his ancient Indian motorcycle to Bonneville Salt Flats to see what she will do. In a cynical and over-commercialised world, it's a wonderful story of triumph over adversity, and recalls well the era of Rolle Free and Craig Breedlove and the like who regularly did battle down in Utah. Arguably the best performance of Anthony Hopkins's long career, and one that will appeal to a great many MCC members of similar vintage as the man himself.

I suspect he's aiming at me.

BROOKLANDS AGAIN. Don't forget the organisers of the Brooklands Centenary meeting are looking for cars and bikes that actually competed on this famous circuit. If you own something that might comply have word with John Pulford -

johnpulford@brooklandsmuseum.com -

This could certainly earn you an interesting day out.

THE 2007 MIGLIA QUADRATO is the forty-eighth such event and will run on the night of 12/13 May. It is unique in that it takes place entirely within the City of London. The challenge is to navigate on a 1:10000 map and to locate points to within a ten metre square - where the answer to a question should be sought .

Although hardly an MCC sort of event it might be quite amusing for anyone wanting an excuse to miss a night's sleep. Details from: info@emamc.org.uk

U WRITE: *From Roy Warren:* Went to a model show today and saw an engineer that had written a book on 'air-engines', built quite a few and had a selection at the show and running. Seems they run off a heat source. Couldn't help but wonder if the combination of heat and air wouldn't make them an ideal prospect for use in the City of Westminster, there's a building there that produces a large amount of the required 'material'. Any MCC member know why this type of engine never made it into vehicles? Could there be a special award for the first car / motor cycle so powered to finish an MCC trial?

NOMAD NEWS from Mike Slatter: Once again Tony will be organising the start of The Lands End Trial from Popham, supported of course by a team of Nomads. Some of the regulars will be away so we could do with a few more helpers.

PATHFINDER TRIAL Sunday 14th April. For the uninitiated, this is a three stage trial, two laps as a normal trial 0,1,2,3,5 marking, three laps timed and observed with the sections opened out a bit, finally several laps tightly timed using the whole course and just the 'Begins' cards. There are classes for trials machines, trail, enduro and standard service for military riders. It is a fun event on MoD land at Bordon, Hants..

If you are not riding, please come and help. We need at least 36 officials to run this event.

DATE IN MAY: How about a trip up north to enjoy the legendary **Scottish Six Days Trial**? The organising Edinburgh club are short of observers, especially those with bikes able to be used for getting to sections. This is something that could interest many MCC members presenting an ideal opportunity to spend a week watching another branch of trials, and the club subsidises accommodation costs for observers. The contact -Email address is ssdtooffice@ssdt.org. **and the date? 7th to the 12th of May inclusive.**

TAILPIECE. *We enjoyed this ingenious theory from a reader:*

There is more to CO2 production than meets the eye. I have 16 motorcycles and 3 cars - yet I am greener than the average man of my age. Why? I only have one child and he is not married yet - each child is 1000 tons of CO2 per year.... Mr Blair has 5 kids so you can figure who contributes most to CO2 by 2060.

CLASSIC COMPETITION CARS & BIKES ON ROAD OFF ROAD & ON TRACK

race retro

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