



RESTART

*The Quarterly Bulletin of
the Classic Trials World*



The official newsletter
of the Association of
Classic Trials Clubs
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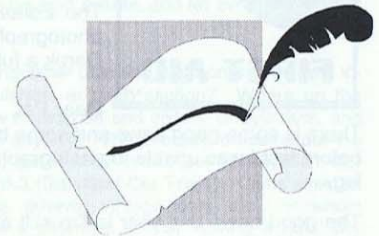
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**FINAL COPY DATE
FOR
NEXT ISSUE :**

**15th December 2000
for all formats**

**Please be prompt, we hope to
publish before Christmas**

Cover photographs :

Adrian Dommett 1999 Wheelspin League Champion on Lyncombe Bridge
Dave Haizelden 1999 Crackington Trophy Champion on Tillerton
Dave Mason 1999 Pouncy Trophy Champion on Snapper

(Photographs by: Derek Hibbert)

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Breaking Habits!

The Editor received this reply to a request for photographs of the Edinburgh. We all wish Derek a full and speedy recovery.

Dear Pat,

There is some good news and some bad news, you may recall that the year before last I was unable to photograph the Edinburgh due to a badly broken leg.

The good news this year is I'm still alive, the bad news is after meeting a lorry on the my side of the road, my motorcycle is a complete write off [£9,500 damage], and I have a broken left shoulder, broken right arm, and two fingers [right hand] and two broken ribs. I came out of hospital on the Saturday morning, by which time you would have been half way around.

If you have a couple of spare column centimetres, perhaps you could pen an apology to my potential customers, how about a title, breaking habits!

Yours sufferingly,

Derek Hibbert

(Many thanks to Charlie Wooding for stepping into the breach - ed.)

Hello from a new recruit, elected at May's Council meeting and picking up the quill from Gerald as of the AGM on 1st October. Firstly, many thanks from us all to PB GB for his five years' of wise counsel and cheery print. Alas, the 1990 Apple Mac which comes with the job was either homesick for Wells, or suffered a late Millennium blink; it refused to boot up for our hand over so we're starting from scratch with the family T-P's PC. I always preferred bolts to bytes! As well as contributing to the Association's organisation, I hope to contribute over the next 3 years some ideas for the sport's prosperity, and to balance the interests of the committee with the views of a 'front man'! My work is in driveline and 4WD engineering, so perhaps an industry link might be of value sometimes?



And so to a few points from the aforementioned AGM: Pat's Publications Inc. were well praised for Restart and the newly approved budget will provide for more colour photos. Pat extended an appeal for more good action shots - in addition to the reliable professional sources, she seeks material from competitors, spectating families etc. so bear this in mind during your next events, and let everyone know if you're going to do a wheelie!

One technical issue focussed on the extinguisher question, both on-section and in-car. Should organisers provide extinguishers at each section? Where on the section, how many on long sections, how to drop off and collect 15 cylinders, and why trouble if the competitors carry them anyway? The debate's outcome put the onus for fire safety on the competitors, as it does in M.7.2.4 (Production Car Trials), M.8.2.1 (Sporting Trials) and M.10.3 (Standard Car Trials). Clubs seek an eclectic range of 'customers' - novice drivers, vintage cars etc. for whom mandatory extinguisher fitment could be a deterrent to first 'having a go'. Dry powder units are not permitted, and a 1.75 litre AFFF cylinder is a big passenger to fit in your motor. So fitment will be strongly recommended, but each club will have the option, particularly to satisfy landowners, to mandate the carrying of an extinguisher to MSA Q.3.1.1. (secretaries have to know this blue book stuff!) Anyway, how's about two halves you ask? Yes, a brace of 1 litres is OK, but the sums don't work and the twins are not a lot smaller than their big brother.

Andrew Brown, wearing his R.o.W. hat, thanked trials organisers for helping him maintain his section database by forwarding their route cards. Equally, we can all do our bit to sustain our sport by making the odd 'casual' drive through a section, perhaps in the summer months, and recording the vehicular passage with a photo or two. Also, an eagle eye on the council notices in the local rag, or for newly erected bollards across a green lane, should be the duty of us all.

What goes around, comes around, and 12 years after they last raised it (I store the parchment minutes, see!) Camel Vale voiced concern about class 8 competitiveness, the widening performance gap across the classes, and the 'suitable stopper' route-finding headaches for C. of C's. CVMC had introduced 10 psi, restrictions on classes 6, 7 & 8 in '88 and Ross were using 15 psi. with competitors' agreement. This is one approach, but will it address the climbability of those steeds sporting 18" wheels? Technical Panel: please discuss.

Anyway, that's a start, and I look forward to making more good friends throughout the sport in future. Step 1, make up a team entry....

Adrian Tucker-Peake



CHAIRMAN'S COMMENTS BY DAVID ALDERSON

So we are back on the hills, but not quite with the vengeance predicted in my last 'Comments'. The Taw and Torridge was an excellent season opener but within a few days we were facing fuel blockades which meant that all the enthusiastic efforts made by Crash Box Club to promote their first Exe Valley trial came to nothing when fuel shortages caused the cancellation of the trial. Thankfully all is not lost and the club now has a fully prepared event sitting on the shelf ready to go on the spring 2001 date. From the discussions I have had with the enthusiastic organisers I believe we are in for a treat. Sadly, as predicted, the Torbay trial demised and it now seems very unlikely that this event will appear again in our series. Hopefully we won't suffer any further setbacks and we will all enjoy the remaining trials in our 2000 challenge.

On a personal note of caution, the Exe Valley trial cancellation cost me twenty five quid in the form of a fixed penalty fine for failing to register a SORN (statutory of road notice) on the Troll. The previous road fund (sic) licence had expired at the end of June and I had intended to re-licence the car in the week before the Exe Valley trial which of course I eventually didn't have to do. Surprise, surprise the postman brought me a fixed penalty notice in the first week of October, point taken thank you. In future, when I am laying up the Troll for the summer recess I will definitely register a SORN as my first priority action! I respectfully suggest that you all remember to do the same.

Circumstances prevented me from getting out to many events during the summer but I did make it to Silverstone for the Coys historic meeting and was delighted to see a fine display of Allards. Included in the display was what I believe to be the ex Len Potter special bodied trials/rally car, now with an understandable patina of age but still eminently useable. This leads me on to my next point that we must encourage the continued use of such historic trials cars, not just for social runs and concours heaven forbid. We are aware that certain of these old machines are now in the hands of enthusiastic owners who would like to use them for the purpose they were originally built. Unfortunately the way in which our classes are currently defined places most of these old warriors firmly into class eight where they have little chance of success against the powerful lightweight NTF based specials, Trolls, Buggies etc. Technical panel is now considering ways of allowing more of the genuine old road going trials cars, and possibly certain replicas built in the true spirit, to come out and play in a more suitable class, watch this space owners of old V8 monsters and MCC specials.

We continue to see a decline in support for the production-based classes and emphasis placed on running cars suited to classes seven and eight. Although a number of voices have been raised in the past regarding the roughness of sections designed to stop the specials being the root cause, I suspect that dwindling availability of traditional Escorts, Beetles, Imps, Midgets etc may well be the true reason for the decline. Perhaps we should now look at combining specific types of production cars into a reduced number of classes in the way that classification has changed in other disciplines of motorsport. Could we not run front-engined fwd saloons and sports cars up to a specific overall length, as one class, and find other amalgamations of performance compatible vehicles? It's just my idea but your input would be welcome.

It is always sad to attend a funeral, particularly for a friend or fellow sportsman who has been taken too young, but I think Peter Treliving would have been delighted with the turnout of trials drivers and Austin Seven enthusiasts at his send off. We will always remember Peter with a beaming red face to match his waterproofs, laughing over his latest determined clean climb of a section considered by the less able to be unsuitable for an Austin Seven. He would have enjoyed the line of Austin Sevens, a mixture of trials specials and standard models, standing outside the church whilst their owners said their goodbyes to him. He would have roared with laughter at the sight of the Burridges' Riley leaving his funeral buffet on the back of a breakdown truck in true classic trialling fashion; having broken it's crankshaft on the way from the church! We will miss you Peter.

On the political front we haven't seen much classic trials related movement during the summer. The Countryside and Rights of Way bill remains in the House of Lords where it seems to be making very slow progress. All our various rights of way officers, ACTC, MCC and MSA are keeping themselves updated and we will report any sudden progress. Perhaps with the fuel lobby, commercial vehicle road tax lobby, pensioners lobby, new sleaze revelations etc the current government will concentrate for a while on more pressing issues relating to governing the country, leaving their spin doctors' potential vote grabbing ideas on the back burner, we live in hope.

The MCC wisely, in the face of its members vociferously expressed popular opinion, withdrew the proposal to re-schedule the Lands End trial away from its traditional Easter date. So we can all relax again and plan the traditional Easter adventure break, although I do know that there are a number of ladies (trialling grass widows) who were really looking forward to spending an Easter with their partners for once!

Just a word about our Pouncey League motorcycle series. It appears that many riders prefer not to officially register, perhaps because certain other trials series only require them to compete on the day in order to be counted. Therefore in an attempt to increase numbers amongst the riders we are adopting a similar procedure. I'm sure that Richard Dawe will have written at length on the new arrangements so please spread the word and let us hopefully see increased competition for the handsome Pouncey League trophies.

By the next issue of Restart we shall know the outcome of our 2000 Wheelspin, Crackington and Pouncey leagues, make a date to join us at the annual ACTC awards presentation on the Sunday morning after the 2001 MCC Exeter trial. As usual we will have a trials celebrity as our guest presenter and I hope that as many of you as possible will attend to celebrate the success of our competitors. Don't forget that the MCC will again be presenting their special awards at the Exeter trial supper on the Saturday evening so you can really make it a weekend of classic trials indulgence!

That's it for now, I'm just off to Silverstone to watch MCC members exercising their tarmac mounts. I'm just hoping that the weather holds as well as it did for me on the Edinburgh trial, we managed to complete Taddington scrutineering on a dry and pleasant evening, heard it got rather damp after I had tucked up in bed for the night!

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The Millennium Taw and Torridge – or, are you carrying enough water?

by Julia Browne

Early-ish Sunday morning, after a brief battle to find a petrol station that could sell us any fuel, we rode out of the thick murk that was Tiverton and into blazing sunshine. The radio mast at Stoodleigh looked especially surreal, as someone had whipped away the hill that it usually stands on and replaced it with a cloud. Luckily no-one had taken away the Quince Honey Farm or replaced it with anything else.

Hunstone Woods was rather different; someone **had** taken away the woods and left a completely exposed track. The route card described the surface as 'varied...after timber extraction' but on the whole it was like riding fresh plough. As ever, the descent from the top of the section back down to the track was steep and wet, and as riding downhill isn't my thing, I did more footing and breath-holding on this than on the section itself. (Note to organisers: No, don't even think about it!)

Section 2 was timed as a sort of regularity test and caused some discussion amongst the riders at the start. It was to be ridden in thirty seconds, no more, no less, and penalties would follow any digression! I see from the results that not many of us are any good at counting thirty seconds whilst we ride...

On Bray Hill John West had found himself a sunny spot to wait in and he remarked that it was going to be hot later. I thought it already **was** hot: I was two-thirds of the way through my water bottle and only half an hour into the trial! I found the restart box perfectly laid out and got off the line just fine, but Mike fell off in it, proving that it wasn't **too** easy.

The usual queue at Kingford was missing this year, and the section was nice under tyre. I had to point my direction with my foot on a couple of the sharper bends – no, it really works – but managed not to touch down. There was some dispute about the positioning of the section ends board on this one; I was uncertain which side of it I was meant to go, but to keep it on my right, as per convention, would have meant mowing down the marshal, so I rode out on the other side. Mike was waiting for me at the top, where he had already had a lively debate with the marshal, as he **had** insisted on keeping it on his right, and got a penalty for his trouble. Discussion at the lunch stop showed that he wasn't alone in this, and it **was** confusing. The results sheet seems to have sorted out the problem retrospectively.

Colnbrook Wood, in the same piece of forestry, was a bit slippery off the start line but once under way, went quite smoothly. The worst bit of Colnbrook is, as with Hunstone Woods, getting out after the section ends board! It's not an offensive gradient or anything, it's simply entirely free of grip.

The first of the new sections came next, and this was where we found the first queue. We sat and sweated steadily into our coats and hats for a minute then parked up and went to see the show. Week Bottom (silly name) was a short, sharp climb up through trees and the outfits were having fun with it. However as the

queue wore down and the slimy surface got taken off, the solos started to get up it with very little bother. I suggested to Mike that the tactic would be to nail it at the foot of the climb, and he gave me a sad look and suggested a steadier approach. In the event, I listened carefully to his engine note as he went up – nope, no valve float there – matched my revs to his and was chuffed to bits to get up it clean. An interesting bit of true cross-country to get back down to the track and in another couple of hundred yards we were at Bealey's Wood (better name) which was another fairly simple climb with the nasty surface already taken off when we got there.

We caught up with the Gulljohns at this stage, riding solo for a change. I think they were having to work fairly hard, and were making comments about how pleasant they thought the outfit was now...

There followed a five minute ride along the bamboo-lined track through warm deep puddles and mud – just like 'Nam' – to Week Farm, a steep wet climb off a bend and into a field. I'm sorry to say I had a bad attack of 'feebie' at the bottom of this one, footed well off the line, spun out of grip and lay down in the hedge to catch my breath. Thanks to the marshal for prompt action in picking me up, and for giving Mike and I time to restart the reluctant brute and beat it until it went through the end of the section.

The lunch halt at Torrington, alas, revealed nothing very suitable in the refreshment van for refilling water-bottles (banana milk-shake would surely have become banana cottage cheese?), so with some misgivings, I filled mine from the tap in the ladies...

I thought Tuckers Mill was a bit smoother than last year, though I still footed somewhere after the restart – how far is ten feet anyway? The first special test was very wet and with the ambient humidity and temperature and non-mist goggles which don't – or do – it was all a bit blurry. With this out of the way we went on to Watagate Woods. This is a steep, grippy, stony track, and I seem to remember cleaning it.

A long, hot ride along the bottom track with all its deep liquid-clay puddles and a short road hike saw us reach Langtree Common, where the surface is hidden by the bracken. I footed halfway, Mike didn't.

You know how we always manage to have an encounter with 'other traffic', or police, or some such thing? This episode's incident is coming up... Flogging along the main road after Stibb Cross at about 55 mph or so, I was overtaken by a Peugeot 306 which settled in behind Mike, rather too close as all cars **do** to bikes... Approaching the right turn for Abbots Bickington, Mike glanced over his shoulder and stuck his little hand out to indicate to following traffic what he was going to do. The driver, who was approximately two cars lengths behind at this point, had good reactions and better brakes and locked up in a stunning overreaction. Mike, hearing the sounds of imminent death behind him, immediately abandoned any attempt at a right turn and dived into the hedge,

while I hung back in order to avoid the wreckage. The Peugeot came to a stop level with Mike, confirming his belief that it was going to hit him if he hadn't taken evasive action, and we all sat looking at each other for a few seconds, too stunned even to offer anything from our armoury of insults, which, as a daily motorcyclist, I admit I generally put on along with my gloves. And then the Peugeot driver did the decent thing and drove off as fast as she could while we were still trying to sort out our combined heart-rates.

And **that** distraction is why we managed to miss the next section and found ourselves at Abbots Track thinking, 'Oh, they've changed the name,' while we sat in the queue being cooked by our engines. As with last year, we went through the stream and up around a tree (oh, for a decent steering lock!) before riding out into field, where we realised that we'd missed something... A short debate later (Shall we go back? It's not like we're going to set the class on fire anyway) saw us retracing our steps and locating the Devon Yeomanry Butts, collecting a 12 each (hardly worth the bother, eh?) and picking up the trail again.

My steering lock seemed to have shrunk further still when we got to the second special test and I had to have two shots at turning the bike around in the track. Must practice spinning doughnuts before next year.

Leigh Woods is a nice section with a good surface, starting through the stream and climbing steeply into a field. From there we thrashed up the stony track to the road and forgot what the entrance to Crossleigh looked like.

When we found it the marshal said it wasn't giving much trouble, and this seemed to be true. Still routed around the tree, as per last year, we both cleaned it and it looks as though only a few riders had any problem.

In the pub at the Holsworthy finish I was happily chatting to a variety of gentlemen who were coming to stand beside me, and thinking that my personality must be improving at last, until one of them explained that I was sitting under the air conditioning vent.

As usual it had been a nice rideable trial, made even more enjoyable by the sunshine but almost unbearable by the humidity. Gas Gas mounted Steven Edwards was the class winner and one of only nine clean sheets in class A. Another Gas Gas ridden by Richard Dawe, presumably used to the hot conditions with his desert racing career, was second and Buster Griffin brought his Serow home in third place. Mike Crocker and Trevor Griffiths were clear winners amongst the sidecars. Nobody in class B got a clean sheet, but the closest to it was Bill Hannant on his DR350, while Tom Beckerleg and his Ariel flew the flag for class C with a very respectable score.

Well, after the Lands End, the summer break was a welcome respite after competing on the majority of trials since the previous September. Driving from London to Devon on the Friday night in order to wash a mud covered Beetle on the Saturday, to then compete all day Sunday before heading back to London on Monday night (via East Devon to drop the Beetle off), had taken its toll. I was glad summer was here and I could do something different. That feeling lasted all of two weekends! By early May heels were being kicked and we still had four and a half months to go, and what a long four and a half months it was!

But at last it was here. September the 9th and the beginning of the Taw & Torridge. Arriving early at the start (well you never know what might happen on the way), we pass through scrutineering and park up to see everyone again. It seemed half the cars had had resprays over the summer including Andrew Martin's Escort and Dennis John's Beetle. All nice and shiny for a brief moment, before being reduced to what they were five months before.

Clive Kalber had his new Escort out, allowing Tommy to use the Ford Pop, as the Mellos wasn't quite ready. The question was whether this new Escort was going to be as good as Clive's last triple Triple winning car.

From the start we headed off to one of the most challenging hills on the Taw & Torridge namely, Hunstone Woods. On arrival however it transpired that all the trees had been cut down to leave an open hillside and a relatively dry track. A hill that usually stops the majority of the trial saw relatively few failures and will probably not be the challenge it was again for years to come. Still a broken suspension ended Tommy's event on this first section.

On to Hunstone Woods 2. This year it was a timed climb. As opposed to driving up as quickly as possible, (did you hear that Thomas Bricknell?) the idea was to drive the section in exactly 30 seconds. Without a stopwatch this wasn't so easy.

From Hunstone woods we headed out to Bray Hill. John West started us off claiming most were clearing the hill. Dennis Johns ominously came down just before I left the start line suggesting I don't make the mistake he made of easing back. After failing this hill for the first time on the Exmoor Trial this year, I was going to make sure I flew up this time. As I write this however I still wonder what went wrong. I remember climbing flat out, when suddenly we were spinning and then suddenly we were stopping. I saw Richard Ward out of the corner of my eye and just limped past only to fail higher up on the two. This was to prove somewhat costly at the end of the day. Nathan Mitchell was waiting at the top and was very disappointed to hear I had dropped a two, I was of course delighted to hear he had climbed it without any problem, such is the spirit of class 4 - damn Skodas!

Next up was Kingford and the first real queue. All we could hear were revs on full song and wondered what was happening on the hill. It appeared that Brian Bradshaw had fallen off the edge of the hill and his car had to be manhandled back on to the track. Once cleared the cars moved up fairly quickly but it was sounding increasingly worse at the top. As last car we eventually had our go and drove up

without too much of a problem. Why had everyone struggled? On we went back up the road when I suddenly realised we'd missed a hill. A quick turn around and back up the track to find out the real reason for all the revving. It hadn't been coming from Kingford but Colnbrook Wood. John and June Blakely were marshalling and all of a sudden it felt as if the summer break had never come. Off we went from the line at a snail's pace, and with much spinning and bouncing eventually crept out of the top. Surprisingly this hill caught a higher proportion of class 7 than most of the other classes, with Roger Bricknell and Julian Dommatt the only two cleans. The tyre pressure restrictions were having their effect.

From Colnbrook we headed off to three new sections on Week Farm. The first of these was a straight out blast up a cambered slope into a field. We got there in time to watch Nigel Allen drop a three in his big engine Beetle and realised we had little hope of getting off the start line!

To my horror Nathan in his Skoda built up his revs, slipped the clutch and before I knew it had climbed straight out the top. Of the saloon cars this had only been equalled by Thomas Bricknell, Andrew Martin and Clive Kalber. Not a section for a Beetle. Nathan drove back down and wished me luck and with nothing to lose I sucked the last of the air out of the tyres and gave the car everything it had. Unbelievable we equalled Nathan with a clean. I got down the bottom to find Nathan very happy for me as he was enjoying the battle and didn't want it to end so soon.

Down the track a little further we came to Bealeys Wood which had a tricky restart half way up. Nathan was still in front and decided to go high so as to ensure that if he failed to get off he would only drop a five. After not moving an inch he backed down to let me have my go. I decided to risk losing a point and try to get off by stopping lower. First restart of the year and it looked as if it would be the first failed restart of the year. However the car just moved and once it did it just kept going and crawled out of the top. Once out we found we'd got a puncture. A quick change in the exceptional heat and on we went. The heat really was becoming unbearable. Not only was it an absolutely scorching day, but I had had new heat exchangers fitted over the summer, as Francesca had decided she had been a little bit cold on the Lands End night run. Ever the considerate driver I immediately had this rectified and therefore had them wired open. This however meant the inside of the car was stifling. Still as long as my passenger is happy.....

On to the final hill on Week Farm complex, Week Farm itself. The tight bend at the bottom was tough enough, but once around, the hill was pure slippery mud. Again we followed Nathan up and headed for Tuckers Mill. Tuckers Mill saw an outstanding climb from Paul Allway in his Astra. Remarkably his car was the only clean of the day and gave Mr Haizelden something to think about for the rest of the season! Just about the entire trial that made it to the restart dropped a four or a five depending on whether they stopped high or low in the box. The exception was Adrian Marfell who must have got going as he registered a three.

The speed test was next and this was one of my favourites. If you got it right, you could handbrake the car round, so that a single wheel crossed the line and you were therefore constantly driving forward. That was the plan and it worked so well

two years ago. After about five gear changes and facing in just about every direction but the way I intended, we managed the second slowest time in the class. Maybe next year. Watergate Woods was a nice straightforward climb with only a handful of failures.

Next came a hill I was personally looking forward to Langtree Common. I was desperate to get over the hump that had stopped me the three years previously. When we arrived we heard only two or three cars had made it over, and only Adrian Marfell had cleaned the hill outright. Nathan was ahead again and dropped an eight along with almost all the Escorts, so that meant as long as we equalled him we would remain in front. Again with very little air in the tyres and a heavy right foot, we launched (as much as a 1300 Beetle can), off the start line and before we knew it were up the first part. Then trying to calm myself I eased off a little too much and failed with a four. Still only one less point dropped than Adrian Dommatt's tractor can't be bad.

Devon Yeomanry Butts was cancelled due to problems in getting failures out and seeing almost all cars that attempted had failed, this was a big problem. By then we thought that it was merely a matter of mistakes that would affect any results (and possible Crossleigh Restart for classes 7 and 8. However Abbots Track was to change the overall positions significantly. Adrian Marfell who had excelled all day lost the back going up and around a tree and dropped a nine, as did Dudley Sterry. Julian Dommatt managed the same in class 7.

The majority of the saloon cars were OK except that the marshal on the section decided to penalise anyone who hit a marker, contrary to the competitors' route cards. This could have affected class 3 as Andrew Martin was one of those who had been penalised but fortunately Roger Pole had been on hand to see most of the genuine failures and the results were changed afterwards to reflect the correct results. Leigh Wood was another straightforward climb and saw all but two cars clean.

And finally Crossleigh. On arrival there was a lot of discussion regarding how easy it was without the ruts as they had done a fair bit of work to the hill. That said it was still as rough as ever and an enjoyable final climb – after circumnavigating the tree at the bottom. Classes 7 and 8 had a final sting with a restart near the top, which saw some excellent climbs by Mike Bryant, Adrian Dommatt, Dudley Sterry and Tony Young.

And that was the end of it. Back to Holsworthy for signing off and the results were out within an hour. The 'overall' went to Tony Young, but was then changed to Bill Foreshew, before being changed back to Tony Young. Class 7 went to Julian Dommatt before being changed to Roger Bricknell. Then things got easier, with Nigel Allen winning class 6, Clive Kalber in his new Escort winning class 3, Bill Bennett winning class 2 and David Haizelden taking class 1. We were delighted to win class 4 and take 3rd overall.

An excellent restart to the season and I headed back to London. Of course on the way back I received numerous calls about filling up with petrol as they had stopped delivering, but sensibly ignored these as I knew everyone was panicking over nothing.....

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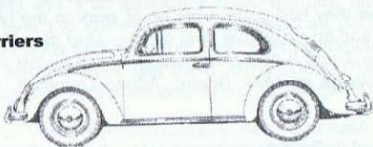
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Scrutineering and the ACTC

by Andy Webb, Championship Monitor

email: andy@classix.force9.co.uk

Scrutineering doesn't sound a very exciting topic for an article in Restart and to a certain degree I would agree! However unfortunately the effectiveness of this pre-trial ritual may well have a major affect on the continuance of our sport as we know it.

Back in 1998 at the ACTC AGM Camel Vale reported on some problems they had experienced whereby an RAC scrutineer made some very critical comments on some of the competing vehicles. These comments although some would consider not totally necessary for our sport were completely in line with the "Blue Book" and therefore we needed to take note if we were not to get a bad reputation as to the condition of our vehicles and the efficiency of our scrutineers. Organisers felt it was very difficult to prevent competitors taking part in an event with the problems that had been indicated. Of course it is up to the scrutineer on the day to make a decision but many delegates considered that the ACTC should take some action to improve the situation.

Much discussion took place at the AGM (as it often does to a late hour) but with no real agreed way forward. As I have one of the most difficult journeys home after our meetings and not wishing to be too late for work on the Monday morning I thought the easy way out was to "volunteer" (I must have been mad) to set up some sort of guidance / monitoring system and devise a database of offending vehicles.

This original system operated by the scrutineer noting problems with vehicles, warning the competitor that he should remedy the fault before his next event, yet unless the fault was considered serious he would be permitted to compete on that event. The completed scrutineer's form should then be sent to me for inclusion in the database and the updated list would be sent to the next event secretary as information for the scrutineer. In this way a continual check would be kept on our vehicles and anyone not correcting faults would be prevented from running at the next event. (Still at the scrutineer's discretion).

This system relies heavily on the support and speedy response from the scrutineers and has been supported by a good percentage of the clubs, however rarely do I receive the completed forms in time to send the updated information to the scrutineer of the following event.

I believe the overall problem is that basically drivers try not to read regulations unless they really have to and most of us have read the section on specific regulations for classic trials (M) in the Blue Book but how many have read the general regulations for competitors (E) and also the safety section (Q)? If you are one of the good ones, have you read the current year's version and does your car comply with all these requirements? Things do change from year to year in the Blue Book and it is not good enough to quote an old version.

If we are honest there is probably something on all our vehicles that is not quite up to these standards but common sense has to be applied as well, also there have been moves to encourage "standard cars" in both forms of trialling and the emphasis on class 1, being mostly modern vehicles supports this. Many of these "standard cars" probably don't totally comply with every aspect of the regulations either such as engine and fuel tank bulkhead sealing from the passenger compartment.

The scrutineer who originally fuelled our concerns picked on examples such as this one and also battery and ballast security, electrical polarity markings etc, etc. Other aspects of concern are related to those of us who build interesting specials and leave holes in the floor, pass fuel, coolant or oil pipes through the passenger compartment etc etc – there are regulations about all of these and more so why not read them before commencing that dream build, it will save an awful lot of hassle later! Some clubs feel that we should not be getting involved with some of these aspects and that the safety issues regarding our vehicles are the competitors' own responsibility (such as the provision of an MOT certificate) and therefore the scrutineer should not be placed in a position that in today's world could have legal consequences.

Why should we have to check lights, horns etc when it is a legal requirement to have them anyway? If we check them and then a vehicle is stopped with a problem is the scrutineer liable? My own feeling is that we have a set of rules which we are obliged to comply with and really are not that difficult or expensive to achieve on most vehicles so let's go for the quiet life! Also the less we attract attention from the police etc the better our reputation will be. How many more serious offences are discovered after a car is stopped for having a defective rear light? It is the competitor's responsibility to ensure his car is road legal.

The ACTC feel that we should try and advise / assist clubs in this area and strive toward an array of tidy looking and safe, compliant vehicles that are not too obvious when competing on the public highways. Also a more level standard of scrutineering across the member clubs of ACTC would be advantageous. In this way our sport should be assured of a more secure future.

The original database rose to nearly 100 entries in almost 2 years and when closed had about 40 entries remaining. This was not as bad as it sounds as no one was ever prevented from running and most people took heed of the problems and "fixed" their vehicle before the next event. There are however one or two very "tatty" looking saloons around which could do with a little TLC if we are to maintain our image!

Many of those remaining on the database either did not turn up with that vehicle again or were club competitors who only enter one event a year (or ever). This is obviously a serious point as maybe it implies that these people are a difficult problem, we mustn't discourage them from joining our sport but also we mustn't let them ruin our reputation.

This year ACTC has decided to vary the scrutineering check system, in order not to make the scrutineer's task too onerous it has been agreed to suggest that the scrutineer at each event should concentrate on one particular aspect of scrutineering. This is controlled by myself, suggestions being issued with other scrutineering information prior to the event.

I have decided to restart the database of offending vehicles due to this change of methodology. The Taw & Torridge Trial was the first in the second half of the season and the first to operate this new system. Tyres, wheels and hubs were concentrated on and successive trials have looked at ballast and chain guards as well as batteries and electrics. Generally I believe the system is having an affect as fewer faults are being found and the consensus is that the standard of preparation has improved. There are a few clubs who do not support this system but of course this does not mean that their standards are any lower, I expect they believe they are already achieving the correct level without any ACTC intervention.

There are other schemes in operation, MCC have a database as well, it would be useful to pool resources and compare notes! Suggestions have been made to encourage the use of a "Scrutineering Record Card" which would stay with the vehicle (a milder version of the rally system), a standard card to be used by all clubs to be completed at each event and penalties to be invoked if the card is not produced! Many systems have been considered but hopefully we can continue without further legislation, if we take pride in our vehicles I am sure no further action will be necessary.

As per usual I am open to suggestions, comments, verbal abuse or dead silence but overall this is a very serious issue.

My last report commented on the number of potentially serious accidents that have happened in the last year on our events. If someone does get hurt it will undoubtedly increase the visibility of our sport and the level of policing of our rules. Hopefully well prepared vehicles will mean fewer accidents, but if an accident should happen we must ensure the vehicle was not at fault, that it was prepared to a good, safe standard producing less risk to the competitor, spectator and club and thus maintain our sports healthy image.

ACTC have produced an agreed set of guidelines for scrutineers which I have reproduced below:-

The list does not cover all aspects of the general section but does form a basis for effective classic trial scrutineering.

ACTC Technical Guidelines for Scrutineers

Note: This document is not intended to replace MSA "Blue" Book Section M. It is intended to highlight the main points of that text where competitors may be remiss due to ignorance or forgetfulness.

ACTC does not encourage "MoT" style scrutineering. In these litigious times, it could put a scrutineer in a difficult legal position. Scrutineering should concentrate on eligibility items.

Tyres

Tyres on both front and rear axles and the spare wheel rack should be one of those patterns listed on the previous pages. Furthermore, the tyres are, in the opinion of the scrutineer, of an off-highway pattern, even if it does not say so on the tyre, the competitor should either be excluded or not allowed to start.

Tyre Sizes

Class 8 has a maximum size of 185 or equivalent. Class 2 may only use crossplies. No class is allowed to run tyres of more than two sections difference between front and back. To allow the mixing of crossply and radial tyres the following table defines which sizes compare with which:

Radial	High Pressure	Cushion
145	4.50/5.00	5.20
155	5.50	5.60
165	6.00	5.90
175	6.50	
185	7.00	

(In the High-Pressure system, 4.50 has been bracketed with 5.00 to allow older cars to retain their original 4.50 front tyres and use a 165x15 radial on the rear. The 0.25 & 0.75 sizes are ignored, and competitors may use these tyres to the higher or lower size which ever is to their advantage. Similarly dual rated e.g. 6.00/6.50, sizes may also be used as the size that suits the competitor.)

Spare Wheel Carriers

The rearmost part of the spare wheels & carrier must be no more than 200mm behind the rear of the vehicle excluding the bumpers. The rear of the spare wheel carrier on some class 7 cars may be considered to be the rear of the vehicle. See spec sheets for exact measurements.

Class Identification

Every vehicle must display a coloured disc 10cm in diameter as follows:

Blue Classes 1 & 2
White Classes 3, 4 & 5
Yellow Classes 6 & 7
Red Class 8

In the centre of the disc should be displayed the class number using a motorcycle numberplate sized numeral. On vehicles with full height windscreens the sticker should be centrally mounted at the top of the screen in that area where the forward vision is already obscured by the rear view mirror. On vehicles with a small or no windscreen, the sticker should be mounted on a flat vertical surface next to the front competition number.

Carburettor Return Springs

One spring per throttle body is required, which must be attached to the operating arm on the throttle body itself.

Gas Cylinders

Gas Cylinders must not be within the passenger compartment and must not be exposed to damage in the event of a road accident.

Batteries

Batteries that reside within the passenger compartment (mainly in VW Beetles) must be protected from spillage in the event of a roll over or accident. This should take the form of a sealed box. Batteries may be moved from their original location, but must be properly tied down.

Fuel Tanks

Fuel tanks must be sealed from the passenger compartment by a wall that will prevent the spillage of fuel onto the occupants. Note that a perfect barrier is probably impossible, Scrutineers should use common sense as to what is acceptable.

Tools & Jacks

Although it is difficult to legislate as to what is external on open cars, toolboxes, jacks and gas cylinders should not be mounted outside the vehicle. The scrutineer's guideline should be "Does it look tidy?"

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MCC 'Treasure Hunt', Derbyshire, 6/7 October 2000

by David Toms

The 'build up' to this year's event started way back on the Taw and Torridge trial when the front spring on the ex Tucker-Peake Pop broke on the first section. A disappointment, but not a major problem, surely? When it's a specially made spring, 9" longer than standard, it is! The replacement arrived at 5.20pm on the 5th October – sorted, but not before the dodgy gearbox on RCV 17, Tommy's own black Pop, had been changed for a worse one as a precaution! Added to this, the Dutton was, and still is, in pieces. A three-trials-car-familay and none running!

Kalber Jnr, Clive, medallion man Jooles (Jaws really) and Adrian CH₄ Ball were playing at Essex Boys in the Ford 'Crapi Ejaculation'. All 2.8 litres of it (yuk!). That's how Tommy and I were out playing in Clive's Pop (lots more power!). Harvey and Norman were 'business as usual' in the red Pop. That car goes back a long way. Who remembers Roy Verran, who also built Polly Dix's RV Special and many other creations, generally of the Ford persuasion?

Things from Friday evening blend into a bit of a 'non-event', after all the previous weeks excitement. Harvey almost failed the first 'section', my driveway, but 'cleared' with only minor damage to the underside. The 'cruise' to Exeter services was particularly uneventful and remarkably quick without RCV 17 using two lanes at speeds approaching 50mph. As usual we got 'robbed' in the services but, hey, what's this? We fill up and find out the Capri is doing over 30mpg. Mind you, at 60 mph, the thing's not pulling 2500 rpm!

We arrive at the start early. This was very fortunate as the Capri decided not to play ball in the starting department. There's plenty of time to strip and rebuild the starter (not in the cafeteria, I hasten to add!) and we'd brought our own auto electrician. The problem remained throughout much of the event until the car was threatened with a jack handle and the promise of a new battery. From then on it was perfect.

This brings me to the event. Well, what can I say? I'll start with the night run. I knew it was the endurance part of the event but, boy, is it boring. Enough to send anyone to sleep! 23 miles without instructions. It makes up for it elsewhere though. Is there a roundabout in the Midlands we didn't go around? Whilst on the subject, the route card was very good other than it was inaccurate and inconsistent. Not only that, some of the mistakes have been in here for 2 or 3 years at least. For this there's no excuse. How many miles do we go to do Agnes Meadow? We all must have used a gallon of fuel to fit this 'gem' in. Why not make it a special test so it would serve some useful purpose. What must the marshals feel like being sent there in the middle of the night? The breakfast halt is good though, with rapid service and comfortable surroundings. It is a pity the gents' toilets aren't a little more extensive, but it makes a change to see the chaps queuing instead of the ladies!

The next few hours passed uneventfully with the anticipation of Litton Slack keeping us going. On arrival we weren't disappointed, what a queue! We steadily moved down the valley and weren't overly late but were greeted with the news the section had been cancelled for all but 6, 7 and 8. That was fine for us with the two Pops but a major disappointment for the Capri crew and many others. What a frustration it was for them to have to queue for a further ¾ hour watching the real cause of the problem. Getting to the section seemed to be a major obstacle, not that it caused the Pop drivers any problem at all. I cannot believe that transverse springs, lever arm dampers and pre-war design suspension geometry makes for a vastly superior trials car than a Marlin or a Troll, examples of both struggled to make the start line and/or failed the section. Perhaps if there had been more manpower on the section instead of being wasted on Mickey Mouse sections before and after, then the best section of the trial could have been attempted by all. It was ironical that the section itself was very grippy and most fails were being caused by too much speed causing them to jump out of the tracks on the rougher parts. To add insult to injury, Clive was told "just wait until you get to the next section". What he was to wait for still remains a mystery.

The MCC seemed to be handling the problems with the small minority of locals, who objected to us using Jacobs Ladder as a section, very well. I'm 100% behind them using the section out of principle and not being driven away by a group of people who probably object to anything they don't do themselves. On the other hand, if the MCC feel it is a challenging section, well.....! At best, it is a good time test, much better than the lottery with the red and green lights. Perhaps the marshal with the switch could wait until the chap on the start line had finished giving us his instructions! The 2nd special test, with a good old-fashioned flag and whistle operated by a team working together, was perfect.

The final major gripe is the long trek across the moors on unmade tracks. I know usage has to be maintained on these rights of way but it's pretty hard on older vehicles. We lost as much time on this part of the route as we did queuing for Litton Slack.

I suppose in 12 months time, things won't seem so bad and one of the team may be running for a Triple and then we'll all be there. We don't feel much like it at the moment. The MCC won't miss us as they certainly aren't struggling for entries. It certainly wasn't worth a 900 mile round trip by any stretch of the imagination. Perhaps we should join the 'day-trippers' and enter something unsuitable, but then again, it took an 'iffy' special test to knock Clive in the Capri back to a silver.

So, come on MCC, the Edinburgh isn't a patch on the Lands End and Exeter. Let's see what you can do. I'm not the only one who feels strongly about this.

P.S. I've had to tone this report down as my secretary wouldn't type the original for me!



2000 Edinburgh Fun! Ross Nuten, Dellow and Edward Holloway & David Waghorn, Tryagain SP on Haggside.

Photos: Charlie Wooding)



The Edinburgh 2000

by Nigel Moss & Alison Eamer

It was a dry night when we left Strensham services at 01.50. The night run took us via Pershore, Alcester, Coventry and Nuneaton on the A444 to join a very busy A5, even at 04.00. Two and a half hours and only 65 miles later we arrived at the time control and scrutineering, having passed many cars parked on grass verges and in lay-bys, waiting for their allotted arrival time. It was here that eligibility scrutineer, Alan Foster, informed us that it was raining. After a further 30 miles and two more hours we reached section 1, Agnes Meadow. By now it was raining hard making driving conditions very difficult, but that's what these events are all about – man (or woman), machine and the elements. At the section we were greeted by some very wet, but cheery marshals, who sent us on our way. With no problems on this easy section it was on to section 2, Wigber Low, which also gave no problems. Allen Trial organisers, Pete and Carly Hart, were having their organisational skills put to the test at the top of the hill, where they were trying to control some eager spectators of the four legged variety – cows!

Next it was on to the breakfast halt at the Bentley Brook Inn. A big cooked breakfast with as much tea as you wanted for £4.50. Brilliant! It was heard that Bill Foresheh had to retire his Golden Valley Special with clutch problems. After refuelling at Two Dales and now well into Derbyshire the real trial began. It was still raining at section 3, Clough Wood, where we met a very wet June Blakely on the start line. It was then on to the notorious Litton Slack, having first been through Bakewell, home of the tarts (the cake variety). The section saw tyre pressure restrictions at 18psi for classes 6, 7 & 8 and 12 psi for 3, 4, 5 & 6. At last a section for the more competitive among us to get our teeth into. There was a long queue on the approach track, as the very wet conditions, together with the tyre pressures were making things very difficult. There were some good clean climbs including Emma Flay (Escort), Bill Bennett (MG), Thomas Bricknell (Escort), Giles Greenslade (Beetle), Eric Wall (Dellow), Dudley Sterry (MG) and Andrew Brown (Marlin). After waiting eagerly in the queue for an hour and ten minutes we were informed that the section was cancelled for classes 1-6, a decision which didn't please the Cornish or Stroud contingent, especially as there were only about thirty cars left to complete the field!

Still raining it was on to the very short and rough section, Jacob's Ladder, where care had to be taken to avoid the sponsored walkers. More Allen Trial officials were here, with Mark Tooth and Rob Gilmour taking charge. Burbage Moor was next. A byway open to all traffic was how the route card described it. Once again it was a real test of man and machine. There was driving rain and patches of dense fog, which, added to the rocks, craters and abandoned cars made things very interesting. This 15-20 miles track was the only route between two sections which were probably less a mile apart. The next section was Great Hucklow. This is a good hill with a restart and a sharp deviation to the left, which Ian Moss cleared with ease in his Escort. Not so the Citroën AX of Terry Coventry, which was beaten by the roughness of the hill – it was also the only hill Gill Hayward failed in her MGB.

Another Edinburgh favourite was to follow, Bamford Clough, and as usual it claimed its fair share of breakages. Jim Scott's Sunbeam Stiletto, Gerald Burrigge's MG and Edwin Hayward's Escort to name a few. The marshalling team from sunny Devon,

headed by Terry and Dorothy Flay, Greg Warren and sister Karen, kept things running smoothly. (It's good to see some regular competitors doing their share of marshalling!) And guess what? It was still raining. On next to Haggside via Ladybower and a restart which proved no problem if you chose your spot carefully. Back via Ladybower and Bamford to the Marquis of Granby for a compulsory thirty minute break and time to catch up on the fortunes of fellow competitors. Section 9 and special test 1, Pindale, followed. Restarting from line B was proving difficult for many, not least ourselves. The chief official here told us that section 10, Dirlow Rake, had been cancelled, so it was straight to Putwell. Only one section here this year, with a restart for all. Likewise at the next section, Calton, this restart proved too difficult for Richard Hayward on David Walls' Escort. The Fivewell special test was followed by Old Longhill and with the last section cancelled it was back to Buxton to sign off, and I'm sure it was still raining.

The heroes of the trial had to be the motorcyclists and open top car drivers and passengers, who braved the dreadful weather, and especially the marshals. Finally, the quote of the trial – a marshal was heard to say "My favourite car will be along soon". When Terry Coventry asked which car that might be the sharp reply was "The closing car!". Many thanks to all the organisers and officials.

The 2000 Edinburgh Trial

by Ian Bates

After rebuilding my engine & replacing the gear box over the last 12 months, with all the usual bits & pieces in the car, and about 400 miles on the clock since the rebuild, I leave home to collect my passenger, John Stockall. This is John's second trial, his first was this event two years ago. We arrive at Stresham services about midnight, sign on and go to scrutineering. Mike Jones is helping out as they are short staffed. John and Sam Looker arrive and we go in for a coffee. John Looker, Richard Peck, who is starting from Woodall services and myself are in a team. Inside we meet up with Ian & Sue Cummings who are travelling just in front of us.

After a chat with the members of Stroud club we depart for the night run to the A5 scrutineering, all OK and continue onto Agnes Meadow, John gets in the back and puts his boots on while we go up the section. (Personally I can not see the point in this section apart from wasting time). After section 2 onto breakfast at the Bentley Brook Inn, talking to Alan Foster he tells us that Ron Butcher has not started and knowing that Alan Bellamy was a non starter that leaves only John and myself in class 6. At Clough Wood we have a short delay (bring back the restart), at Litton Slack we just get off the road. After an hour we are only halfway across the field and are told that it is cancelled for all except 6, 7, & 8, another half hour or more and John tries to get to the start but has no luck, I try and manage to get onto the start then up to the 'A' board, then the fun started, after turning around Newton's Law took over, my passenger muttered something that I can't publish, we ended up in the bush by the telegraph pole with a bent wing. At Jacobs Ladder the locals have organised a sponsored walk up and down the section. This is where the Edinburgh committee totally loose the plot, why did we have to go 20 miles along some of the roughest green lanes in the county. Are the MCC going to pay for the repairs to the three wheeled Morgan who broke his rear suspension, or the cost of

repairs to the Stroud member's Marlin who had an accident with a member of public. These are only two cases that I know of, there are probably a lot more?

After Great Hucklow onward to the Bamford hold control this was in a green lane the moors, fortunately there was not much of a queue. On the approach to Bamford there are a few dead cars, just past the bench we find out why - holes deep enough to loose a car in, this is where we pick our way up to the top. After Bamford up Haggside with the restart just around the corner, I wonder who thought of putting there? Nice to see water in the Ladybower Reservoir, then back to the Marquis of Granby for our compulsory 30 minute halt, by now we are running about 2 hours 15 and often last car on the road. After special test 1, Pindale, section 10 was cancelled so on to Putwell. How nice it would be to see this back as two sections. After passing the farm we turn left onto another totally unnecessary green lane with gates every 200 yards and we stay on green lanes most of the way to Calton. After short hold at Calton John goes first and clears the section, then it is my turn and I fail the restart. After special test 2 it is onto Corkscrew. The last time I went up this hill was back in the early 70's with Frank Edkins. We were told at the bottom of the section that the last hill has been cancelled, so we don't get to see Haydale. John asks me what Corkscrew is like, at the top he moans that I did not tell him it was rough. When we have both changed punctures we head for the finish. We arrive at the finish at 7 pm 2 and 1/2 hours late. I think the committee really need to take a leaf out of Exeter's book as regard to timing. Find a finish like the Exeter and I would be prepared to give John and Graham my assistance with the route and timing.



Michael Croker & Trevor Griffith on Haggside

Photo: Charlie Wooding)

ACTC LONG DISTANCE TRIALS FOR MOTORCYCLES

Exciting news for all long distance trials riders – the ACTC motorcycle championships are having a facelift for 2001. There will be two championships, eighteen qualifying events, and everyone scores points!

With events ranging from the tough Taunton MC Jubilee and Cheltenham Home Guard Sphinx to the longer but more straightforward MCC events, the new championships should have something for everyone. And with only nine events to count for the final positions, it will be possible for riders to pick exactly the events they want to do.

Other changes include no requirement to register with ACTC in order to participate in the motorcycle championships. Each rider will be automatically awarded points dependant upon their finishing position within their class for each event that they complete.

Riders will be responsible for sourcing their own regulations for each event; ACTC will publicise the events widely, and has appointed a Press Officer to assist clubs and riders with this aspect. Up-to-date championship listings will be on display at the start venues for each event, and riders may still register to receive the quarterly ACTC magazine 'Restart'.

Championships and scoring

There will be two championships – The Pouncey League for solos, and the Red Rose Bowl for sidecars and three-wheelers. Riders will score 10 points for a class win, then 9, 8, 7..... down to 2 points for ninth place in class. Every other rider who completes the event will be awarded a single point. MCC events will be scored at 10 points for a Gold or higher award, 6 for a Silver and 3 for a Bronze.

So keep an eye on Trail Bike Magazine and Trials and Motocross News for event details and lets see all those trail bikes being used for something!

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Another Dirty Weekend with My Boyfriend

by Lesley-Ann Gurne

My first trialling "experience" was almost four years ago, soon after I began dating Ian Davis from the Falcon Motor Club. Even before I was going out with Ian, he had told me about his involvement with motorsport and having been along to various motor racing days at Brands Hatch and Silverstone with my father, including formula one racing, I'd created a very romantic picture of how a weekend away with my new racing boyfriend would be. Now, back to reality. Our first weekend away was for the Clee Hills Trial, held in Shropshire during January 1997. Any girl who was preparing to go for a country break with her man would be thinking about what she would pack and having spent several hours deciding what I could fit into my weekend case, Ian casually told me that all I needed to take away was "everything I owned which was old and warm because believe him I'd need to wear the lot!" He was right.

As we neared the B&B, with sports car in tow, I began to realise just how much Ian loved his VW Buggy. He asked me to jump out of his Golf and walk to the top of the muddy lane to see if we'd got to the right farm. It was pouring with rain and I suggested that we might drive up instead but Ian told me that he didn't want to get the Buggy plastered in mud just yet and he didn't want to leave it unattended so I had to go alone. So off I trudged and ten minutes or so later I was banging on the front door. No-one answered so I walked around the back of the farmhouse and to my horror I heard a crash, looked up and saw a barn collapsing in front of me (yes, and it's absolutely true !!!). I pegged it off the farm and down the lane, now with a german shepherd chasing me and jumped back into the car with Ian. "Well, is it the right place?" he asked. I can't recall my exact words but I remember saying something about if he wanted to know he'd have to go up there himself because I had just seen a barn collapsing and I'd been chased off the land by a german shepherd dog. Ian had heard a big bang and had wondered what was going on but he realised I was more concerned about his buggy than anything else.

Anyway, we did drive up to the farm in the end. Fortunately the landlady wasn't in the barn when it came down, she was in fact feeding the horses at the time and eventually she showed us up to our room, which I must add was filthy. The next morning Derek and Gillian Chatto from Derbyshire, Ian and myself had to wake the landlady up (because she'd overslept) to make our breakfast before leaving for the trial. I think that out of all the trials I've passengered for Ian to date, that first one was the coldest and wettest. At the section called "Hungerford" (I think that's the right name!) it was snowing and because I'd got so much clothing on, I could hardly move to keep warm. Thankfully, the B&Bs have gradually improved, having got much worse before getting better, but I think that's got something to do with my refusing to go away with Ian unless he raised his accommodation budget (£15 at the time!)

For the last trial we competed in, the Exmoor Clouds held on 15th October this year, we stayed for two nights in an old water mill which has been turned into a hotel. It was really cosy and we were delighted to return there after the competition. We also celebrated Ian's 32nd birthday there, which was on the following day. This year, the organisers had moved the start of the Exmoor Clouds to Raleigh Cross at a point

called the Raleigh's Cross Inn. It was quite a high spot in the sense that we started in the clouds but it was warm outside. As usual there seemed to be lots of enthusiasm with all the competitors and a very nice gentleman offered me a wine gum from his huge jar of sweets.

The first section was called "Steep Lane" which was six miles from the starting point. To get to the section we had to cross a field, and with the amount of rain Exmoor had had during October, it certainly made crossing that field hazardous. It was sooooo slippery. However, we managed to clear that first section without any problems, even though we'd had two pheasants playing "chicken" in front of our car. The next section of the day was called "Port Lane". We had quite a long wait here before starting; when we arrived Adrian Marfell, who's in the Ross & D M C, was still waiting to go due to the solo's still falling off on the section. After a while, the chatter stopped as Adrian's engine started up and everyone was looking up the hill to see how far he would get. I think he must have cleared it OK as we didn't see him reversing back down the hill. We did OK too on the section and managed to clear it. It seemed easier than usual somehow even though the mud was a lot deeper and had big ruts in the track.

The cloud seemed to be clearing at the end of this section, at Haynes Cross, or maybe we had dropped out of the clouds and we continued onto section 3 stopping only for a couple of gallons of four star at the Texaco garage at Bampton. Section 3, at "Northmoor", once again took place in the mist. Another muddy section but we managed to clear the section before continuing on.

My favourite part of any trial is the special tests. As usual there were two on this trial, the first one was at Northmoor which we did in 26.25 seconds. We were delayed in starting, owing to the fact that the stopwatch was not working properly. We were happy to believe it was working well however when we were told we'd been the fastest of the day so far. The second one, which came much later in the day was at Maddocks and we completed that one in around 29 seconds.

Section 4, at "South Hill" was tricky. Again we were delayed but seeing as it was 11.45 am it seemed a good time to start on our packed lunch. Not quite the lunch stop I would've anticipated a few years ago - in those days I would have imagined a marquee with a hot lunch and wine. The sandwiches were, however, very tasty and some of the other competitors seemed to have the same idea and a variety of sandwiches emerged from various tupperware containers. It was at this point that I noticed my new waterproofs were looking very muddy; we had hardly begun the trial and already I was looking like I'd been mud wrestling. 12.00 noon we still hadn't moved and we could hear the revs of cars which were getting stuck on "South Hill".

Whilst we were waiting, I noticed the passenger of car number 89 parking it in a gully. Whoops, the back wheel is stuck. I hope he manages to get it out before the driver gets back - Oh no! Here comes the driver. What happened next I don't know because it was now time for us to tackle the hill. We did clear this section, although it was harder to get off the restart than usual. Just before the restart there was deep rut which seemed to have caught a few people out.

Section 5, named "Ski Slope" looked scary from the bottom. We got off the start OK and swung out to get into the restart position on the grass bank but we lost speed

and couldn't actually get onto the grass bank. My role as ballast - bouncing like mad, with backside and both feet off the car and even with all that lunch inside me didn't make any difference. We were disappointed but had fun reversing down the hill. We got back onto the road, my toes were starting to feel cold by now and we've still got over half the trial to go yet.

We were warned of the mud at the bottom of section 6, "Pin Quarry" where I watched another car spray a spectator's clean 4-wheel drive with mud. The kids in the jeep were quick to wind up the windows to avoid getting wet but unfortunately we got stuck in it. Picked up eight points. We finished our lunch before tackling section 7, "Allercott", which looks out to Dunkery Beacon and Selworthy Church on the hillside. Maybe we were trying too hard by flooring the accelerator and this time we ran out of traction at the number 2 board. What do we have to do on a day like this? Earlier we'd been too careful. Feeling a bit grumpy, we got back onto the road and travelled onto section nine (section 8 didn't include class 8 vehicles), looking left over to Porlock and right towards Minehead.

At "Muddelcombe" the weather had brightened up by now and the sun was shining through the trees. We still managed to pick up four points though. Section 10, "Hindon" was slippery as usual but we managed to clear it and Section 11, "Aville Ball" again was also very slippery. "Aville Ball" is a very long section, the restart was tricky, there was a big tree stump which we had to be careful not to get stuck on but we managed to clear the section. "Vinegar Hill" is the name of Section 12, does anyone know how it got its name? We did better on this section than last year, when we struggled to get off the restart at all. For a moment we had our doubts though, the engine nearly stalled just after the restart but eventually we cleared the section. Things are looking up!!!!!! The atmosphere was cooling off by now and I was doing everything I could to keep warm and we did quite well on "Druids", "Tarr Cott" and "Tim Wood" before returning to the pub for some hot food.

Exmoor Clouds 15th Oct 2000

by Julia Browne

I thought we'd got away with Friday the 13th. Nothing especially nasty happened, and on Saturday the 14th a new rear tyre went on the XL with barely a murmur, and although the front wheel bearings put up a fight at every step, they lost the argument and were installed whether they liked it or not. On Sunday the 15th it was the Exmoor Clouds... It had been raining all week and yet I never thought that perhaps I should just stay home and avoid a confrontation with the conditions on that Sunday. It stayed dark and wet all morning. Not the fire-hose of Celia's famous Edinburgh report but a steady thick drizzle that found every entry point in your clothing and exploited it. When we got to the start at Raleigh's Cross, a mere twenty miles up the road, we were already soaked to the skin and unable to see a blooming thing through our once clean and de-misted goggles.

The first special test was getting our numbers to stick to the wet bikes. However carefully dried with bog roll from the ladies, they remained too damp for the insulating tape and it was only by using half the roll that we ever succeeded. We took so long that our start times soon came up and we were on our way to the first section, Steep Lane at Wimbleball. It was a bit more challenging than last year,

but still not too much trouble. (Although, when even Buster was footing on the way to the 'Section Begins', I began to wonder how the day would fare.)

Port Lane came up nice and early this year, and to minimise the delays, the policy was that, if you footed, you would be politely but firmly told to turn around and not be allowed to clog up the upper end of the lane. A handful of people inexplicably cleaned Port Lane – amongst them Buster (naturally), Ray Gerring and Clif Jones on his WR400. Mike went up ahead of me, vanished into the gloom and mist ... and by virtue of great speed, some dabbing and gobs of bloody mindedness, got all the way to the top before anyone could stop him. I've never climbed Bury even in the dry, I wasn't going to improve on a day like this.

At Northmoor Mike got a nice wide line through the deep mud off the start and cleaned it. I copied his line but my front wheel washed out and I collected my first – but not last – 12 of the day. We rode up the steep side of Court Down, and down to South Hill. It proved to be needlessly difficult for me. I got around the first corner on the grassy track and spun to a stop. Then I fell off. Then I couldn't get moving again. Then Mike came roaring past me screaming, "Baulk! Baulk!" which made me feel really good. I eventually found enough grip to pull away again and met him at the top. We all know that my self-inflicted problem is that I don't ride aggressively enough to stay out of trouble, and I suddenly felt that I should be at home playing with my dolls and not out mixing it with the big boys. However, we pushed on down Yellowcombe and on to Ski Slope.

The marshal was obviously concerned with keeping everyone moving, as he gave us a useful tip about where people were getting into trouble. Heeding his advice we both gunned up clean, and got airborne over the hummocks at the top. At Pin Quarry, which Mike cleaned and I paddled, I began to understand the value of using the clutch as a brake when you are stuck and the bike starts to roll backwards and you can't get a foot onto the back brake to stop it sliding away. A skill which would be useful later... It took us half an hour and many miles to find Allercott. We followed the 'cleans' instructions out of Pin Quarry but actually took the 'fails' route, and this messed us up a treat. We ended up riding Stone Lane – meeting loads of cyclists riding a two-day Polaris Trailquest - instead of a completely different RUPP, because the route card actually matched what was on the ground! As we passed the top of Weber's Post in the certain knowledge that something had gone seriously adrift with our route-finding we took the decision to head for Wheddon Cross and pick up from there.

I didn't remember Allercott all that well; the mud at the start was the same, then I got dumped on the first climb and struggled for several minutes to walk the bike backwards down the gradient to a point where I could get back on and beat a retreat. I was knackered by the time I got it facing downhill and of course there was no way it was going to start again. (Why the hell have I got an XR600 at home when I still can't manage *this* bloody thing?) Only the start marshal offering to kick it for me persuaded it to fire into life. At the road, Mike was nowhere to be seen. My debacle had taken so long that he'd gone looking for me, he even rode the section again as none of the marshals had seen me. I wanted to go home. No-one forced either of us to sign up on an XL500, and I'm not looking for the sympathy vote, but by God we were finding it hard going.

The way to Muddelcombe was unclear but we did find it, a right-angled bend through a hedge followed by a straight blast up the bracken-covered hillside, nearly as steep as Ski Slope. I got through the hedge and looked up (and up and up) and I saw Mike at the top making a gesture which I took to mean "Get a move on!" – and it did – so I cracked it open. The bike dug in and started to fly (as I remember it) and the next thing I'm clear about is sitting in a dazed heap under the bike at the top looking up at the marshal saying, "Did I clear the 'Section Ends'?" I wasn't the only rider to get to the top and fall over, and Geoff Tipper buried himself so deep in the bracken that only the top of his head was visible! After this treatment Hindon Farm was a nice non-threatening section - and the threats were far from over.

The route card sent us though Minehead, where I heard the first metallic rattling sounds of imminent mechanical failure, and chose to pretend I hadn't. We rode up over Timberscombe and picked up the road to Avile Ball, where I was trying hard to pretend that the noises were my keys rattling, or my fillings, or anything except the recognisable sound of a chain beginning to snap. At Avile Ball I asked Mike for the adjustable wrench, saying, "My chain is making self-destruct noises; I need to tighten it right now," and Mike said, "For God's sake, woman, stop fussing, it's not going to come off." Then we saw the snapped link, still holding on by a few millimetres. A couple of minutes work with a spare split link saw the thing nailed back together and we were on our way.

Avile Ball claimed marks from every solo in the field, and not all of them from the restart. Mike Crocker and Trevor Griffiths on their Yamaha Wasp were one of only two cleans, the other being Courtney Yandle's Norton Wasp. Where the section changes tracks sharp left then right through the trees and starts to climb, I didn't shut off, vaguely saw someone running for cover – sorry – and gunned on to the restart box, where I had a fight to get going again. I made good use of my newly-found skill of using the clutch as a brake and eventually paddled up to the top. Mike wasn't so lucky. The bike stalled in the box, he couldn't hold it on the front brake while he tried to start it, and it slid away from him, only stopping when it came up against a tree. I ran down through the trees to help and found a hissy-fit in progress. He got it restarted after about quarter of an hour. I think I heard a touch of valve-float as he rode it up, and they were definitely floating as he gave it a good kicking at the top.

Vinegar Hill had a restart this time, and I saw from Mike's head that he was having great trouble with it. By now I was just riding to survive, so I made the decision to ride straight through, and not to tire myself further struggling with something I would never beat. When I got back down to the bottom of Vinegar Hill I was greeted by Vinegar Woman. "You didn't do the restart," she accused me. I agreed. "You've got a fail," she said abruptly. She was very cross.

At the second special test at Maddocks I was waiting for Mike, saw him going great guns up the track and start to turn, when his chain jumped clean off the sprocket and he began to roll back down the hill. I intended to throw my bike up against a tree and run to help him, but at this stage it turned into a comedy of errors. As I threw the bike I fell over, the bike fell on top of me, pinning me by one foot, and at the same time Mike lost the fight to stop his bike rolling away and fell over as well.

The Timekeeper was marvellous, didn't laugh, but equally, didn't know which of us to pick up first!

We tightened the chain so it could never come off again and rode on to Druids which turned into another nightmare. Mike struggled all the way up with his, and then had to come back and struggle up the second half with mine. By now Mike and I were both aware that we were losing the fight with the bikes and had gone into survival mode, grimly trying to finish. No heroes on solos cleaned Druids, and only Mike Crocker and his flying machine were unpenalised on this section.

Tarr Cott is a long section, and so there is a bit of a delay at the bottom. We took the opportunity to have a sugar-fix, but I was so tired that I even made a hash of unwrapping my crunch bar. The section was a joy to ride. The restart was cancelled – it all helps – and so it was a straight run up a nicely surfaced track and out into the field at the top. By eventually ignoring the route card, we got to the final section at Tim Wood, where we found the Lidstone boys (who had taken the correct route, and thought the route card was fine) and nothing else. No marshals. No-one. We were gradually joined by other riders and two of the cyclists on the Polaris Trailquest. One of the cyclists was in a real mess with exhaustion, and her friend asked if someone could give her a lift back to the top of the long hill that they had – wrongly – just descended. We sensed a kindred, worn out, spirit, so Mike took the girl up to the top and then managed to carry her bicycle up as well! He didn't say it was easy.

After we had been waiting for half an hour or so, a unanimous decision was reached: that Stan Howitt and Zoe Elsmore would ride their outfit up, and then mark the section to get the trial moving again. The section was much steeper than it looked and by virtue of my passive riding I nearly ran out of momentum on the second half. By luck alone I got through the section-ends board unassisted (Zoe doesn't know *how* much luck!) It was a long ride out to the road, and I got baulked by Mike on a sharp slippery bend; baulked, that is, and then blasted with bits of mud and gravel. As I wobbled my way feebly up the track to the top I was struck by an idea; if I fell off now, I was too tired to pick the bike up and get it started again. Mike was a long way ahead and he wouldn't be rushing back down to see where I was and I had no idea if anyone was behind me. So – don't fall off, Browne.

Rarely have we been so glad to see the finish of a trial. There had been moments of triumph – getting up Port Lane, for Mike – and moments where dolls house collecting seemed like an appealing pastime. A real bonus was that as we signed off, Mike was given his trophy for winning the class last year. I think he deserved it for this year, having ridden two bikes (his own and mine) around parts of the course.

The cyclists at the finish were interested in what we had been doing and a German cyclist with his beard in a plait was intrigued that you could ride a motorbike on a bridle-way... I'm not sure that he quite understood the difference between a bridle-way and a RUPP even after a long chat because he concluded, "In Germany, they would *shoot* you for riding over country like this!" Perhaps we are luckier than we think, and not only because of our facial hair.

Mike Crocker and Trevor Griffiths must have worked very hard for their first place overall, with only a six on Muddelcombe to blot their scoresheet and recording special test times not far adrift of the faster solos. Tiddles and Ian Bell won the Sidecars. KMX mounted Ray Gerring came out on top of class A1 with Buster lying second, only three points behind him and Dick Lidstone third. Class A2 was won by Clif Jones with his very nice-looking WR400F (and any time he wants to swap bikes, let me know...) while Chris Groves was second and Andrew Fowler third. Class B was won by Mike Maddocks on an XL500 which is now free to any sort of home...

It's been a long time since the bike has managed to give me this much of a kicking. I haven't been able to run up stairs all today; sitting on my bicycle this morning was uncomfortable, and pushing the pedals around was downright painful. Having said that, Jack Pouncy once told me that life's pleasurable memories are made up of the times that you were fighting adversity. I know we are going to talk about this one for a while.

Technical Topics

by Simon Woodall

For about the third successive copy of Restart I find myself writing that all appears to be quiet on the technical front and how good that is as a sign of the stability of the sport.

In our championship documentation under the caption of "What is a Classic Trial" we talk about our events being open to a wide range of vehicles, "including those built in days gone by". Whilst discussing the specification of one vehicle over the summer its owner pointed out to me that perhaps this was no longer the case. Class 8 currently the home to quite a large number of modern hi-tech pieces of machinery. I do not believe that we should "fiddle" with class 8 as this is traditionally an open class and I think that this lack of restriction is one of the strengths of our sport. Besides, competitors in class 8 appear to be the organiser's best customers, to use the current business parlance. On the other side of the coin however any one who drags an old trials car out of its barn having been told that classic trials are just like they were in the 40's and early 50's could find himself in for a shock when he discovers the sort of challenges that class 8 is now called upon to undertake. I do not believe that it is good for our sport to deter future competitors in this manner. One disgruntled driver tells many friends what a shower we all are. Most novices who come in blind expect to have to modify their mount after a few events as they learn the ropes of what works and what does not. It must be very disheartening to have to carry out a major upgrade on a car that has probably had more garage time than was planned just to get it up and running and road worthy.



We have already take the step of trying to protect the remaining side-valve Dellowes by allowing them into Class 7 even though they do not actually satisfy the wheelbase and seating criteria. Perhaps we should start to look at the possibility of allowing such older trials specials into a lower class. I'm sure we would all like to see some of the old side-valve specials and perhaps even the odd V8 again. This is one of those things that instantly seems like a good idea on the surface, but actually trying to carry out the task within the framework of a set of rules is not so easy. The inclusion of the Dellowes has caused a certain amount of criticism from some corners, although perversely most of the complaints have targeted the driver rather than querying the legality of the vehicle's position in the class. Class 7 is already a bit of a catch-all with its combination of strictly controlled kit cars and very uncontrolled modified production cars that some might think would not sit that easily together. The effect of a third group has to be considered very carefully. Just putting an age limit on cars does not reflect the fact that some cars are still competitive despite the fact that they have been around a while. Nor does it solve the problem of how an old car can be made to perform by applying a little modern technology.

You only have to look at historic rallying to see that the cars that win today do not reflect the cars that won when all these machines were new. The Porsche 911 was not regarded very highly as a rally car when it first appeared, but now it would seem that you are wasting your time without one. The reason, continuing factory development past the historic cut of date that can now be applied to early cars. We also have the problem that has been the bane of so many of the rule changes that have been introduced. Namely that the spectrum of vehicles in use is so wide that a new rule often appears to target a single car and driver combination. The MCC currently attempts to resolve the problem by the issuing of reclassification certificates which, contrary to popular belief, apply to both car *and* driver and are time expired.

The ACTC council has discussed the adoption of these certificates for use on one day events, but rejected them. The principle being that on MCC events the other competitors in your class have little bearing on your own ability to win a medal, but it is possibly galling to be deprived of a position in class, be it even sixth or seventh by a car that does not comply with the technical rules for that class. The MCC system is more sweeping than what is possibly under consideration here, being involved with moving cars around in all classes where as what I am thinking out loud about is perhaps more of an adjunct to class 7. Something along the lines of :-

"Class 7 (d) Non-production cars first used during the last millennium that have been deemed by Simon Woodall to be nice cars and whose owners have signed a form promising never to win"

Anyone got a better idea?

Simon

OBITUARIES

E Victor Woodall

Most of the current trials crowd will not remember my father, as he had stopped competing actively some years ago. He was a great link with the what we think of as the golden age of our sport and a contemporary of Austen May. He joined the MCC in 1937 and started competing with a Wolesley Hornet with a moderate degree of success in local events. This then gave way to the first of a series of specials. The first was based on a Hornet chassis (not the car he had been using previously) with a Ford 8 (933cc) engine and Morgan three wheeler front suspension. The control provided by the independent front suspension made the car very successful with victories in a number of one day events including the 1938 Kimber - Presidents Trophy - and a class with in the Fedden in the same year. 1939 saw a "premier award" plus a special Simms Award in the Exeter.

After the war the car was refined further and used to great effect in events that you may all have read about in "More Wheelspin" such as the Cheltenham, High Peak and Jeans Gold Club. I still have a copy the original results from the famous 1947 snowbound Clee Hills Trial. He shared the car with his brother Bert, and when not driving it used an MG J2 on such events as the short (Taunton - Perranporth) 1947 Lands End. During the fuel rationing restrictions of 1949 he and Bert put together a new car based on the popular Austin 7 A-frame and Ford 1172cc engine. The difference between this car and its contemporaries was that the engine was set so far back in the chassis that the prop shaft was just 4 inches long. Everyone said that it would not handle, but as we all know now, mid-engined cars do handle, even when the driver and passenger still sit behind the engine. This car dominated events immediately after the restoration of fuel supplies with such effect that the RAC was obliged to step in and introduce a rule restricting the position of the engine and thus create what we now think of as the National Trials Formula. Incidentally, the dimension chosen was based on that already used by the Dellow, so that owners of those "production" cars would not have to change. It was this car that gave my aunt Margaret, known to you all as one of the MCC finish ladies, the first ladies triple award.

The 50s & 60s saw a reduced competition season as the demand of bringing up a family (me) got in the way, but saw the use of a great variety of vehicles including an MG TC in which I had my first taste of trialling. My carrycot was wedged behind the seats so that he and my mother could compete in the 1953 Fedden. Later an Austin 7 Ruby Saloon with the inevitable 1172 Ford engine installed gave way to a Morris Minor Traveller into which a supercharged 1275 Midget engine was placed. This car was used as a runabout by my elder sister much to the confusion of several boyfriends! In the late 60's & early 70's when Austen May returned to MCC events he and my father ran identical 998cc Imps for a few years and had great fun reliving their battles of 20 years previously. Immediately after I had passed my driving test he simply passed me the keys of the Imp and said "Now its your turn". With him as passenger telling me what to do we treated the Lands End with

complete contempt and took a 'first' at my first attempt just 2 months after passing the test. Two events later he wanted the car back, and it took me along time to repeat the feat on my own.

He continued to follow the sport into his old age, and even though he was ill, I was "ordered" to go on the Edinburgh rather than stay at his bedside. He died on the Monday morning after the trial aged 87.

Simon Woodall



Victor on Tog Hill Lane, on his way to victory on the 1938 Kimber Trial

Peter Treliving

by Tim & Anne Whellock

It was standing room only for Pete Treliving's funeral service at the church in Holt near his home in Dorset in July. Pete finally succumbed to brain tumours and did the final section early. Friends and fellow triallers travelled from Cornwall, Somerset, Devon, Oxfordshire, Stroud and many other far flung places to celebrate the life of a much loved and much missed personality. Pete was a member of many motor sport clubs. His favourites were Stroud and the MCC and his love, after Judy, was Austin 7s. His favourite trial was Stroud's Cotswold Clouds.

Every year he and Judy hosted at Nightingales an Austin 7 weekend. Austin 7s (of all shapes and sizes would line up in the paddock. And everyone would be entertained for the weekend in true Treliving style. Stories flowed of their camping exploits in the 'Chum', trips to France and sections I have climbed or failed, Triples I nearly got and that ***** section Rowlands on the Edinburgh. We attribute Peter's trialling success to the section he climbed every day to exit Nightingales and get out to the main road. A convoy of funny old motor cars representing a full range in age, type and variety and illustrating Peter's eclectic taste left the church after the service, lead by Stuart Roach in the Austin 7, Gordon England Cup model and drove the short distance to Nightingales to line up in the paddock. The Burridges' Riley and the Williamson MG kept a discreet distance that afternoon and parked away from the house. The Burridges' Riley had broken a crank that morning on the way to Holt and only just made it to the church. Pete would have loved to see it being loaded on the RAC transporter.

It was Keith Roach, the builder of the RTC body, who introduced Pete to trialling. Whenever Judy went with him the weather was bound to be absolutely dreadful. Whenever Michael went with him, after getting up at some unearthly hour on a Sunday morning, we were bound to be held in a queue at the first section for an hour or so. His other bouncers, Phil Potter and more latterly Steve Potter, did many, many MCC and ACTC trials with Pete. The image of Pete we shall always remember is him shouting at us as he sped past us uphill on the A30 east of Exeter on the way home one Sunday in January. Peter's Austin 7 RTC special was always much faster than ours. The Sunday after the 1996 Exeter Trial we were loaded down with silverware from the ACTC presentation of awards, for 1995 and Pete shouted as much as he went on in to the distance. 'Too many ***** pots on board'. We will also remember a climb of Simms on the Torbay Motor Club Trial when his newly rebuilt rear wheels had been slowly falling apart during the course of the day. By the time we got to Simms in the afternoon there was no way they would hold together on the rocky slab, so our spare wheels were fitted whereupon he climbed Simms, as usual, and beat us to the class win into the bargain. When not competing Seven Ups would be out marshalling. Many a competitor has been pulled and pushed up out of sections where there was no recovery available. After a trial Pete was usually the first at the bar to buy the beers and first to offer congratulations when occasionally we did manage to beat him. Pete was a true sportsman always willing to lend a hand and/or encouragement to other competitors whatever they were driving. His advice and support will be greatly missed by all who knew him particularly the Class 2 Austin 7 clan and more especially the team Seven Ups who will not ride again.



Peter in action on Nailsworth Ladder

(Photo: Derek Hibbert)

Ray Mitchell

by David Parry

It is much regret that I have to write to tell you of the untimely death of one of the most popular motor club members in the South West of England, Ray Mitchell. I know many of you knew him personally and if you competed in a MCC trial or a trial organised by any of a dozen clubs in the South and West, then you almost certainly have met him somewhere on the hills, as a chief official, or just plain marshalling on a section, going quietly about his business, together with his wife Brenda. I would like to say that Ray's death was not connected with the unfortunate accident which befell both Ray and Brenda when setting out the section at Stoney Street on Good Friday evening, prior to the Lands Ends Trial.

He died quietly at home on Monday 12th June. His funeral on 19th June was packed with over 200 friends and relations. Many were surprised at the number of trials enthusiasts that came along, and I know that Brenda was both surprised and pleased that so many of you held him in such high regard.

Ray, Raymond, Old Mitchell, he answered to all these names, was an Exmoor man. Born, brought up, and living initially in Winsford, Dulverton and Molland, he acquired the skills of the country man, which after moving to Taunton he turned to

his advantage. Never having formal mechanical training, on joining the Taunton Motoring Club (TMC) in 1959 he gravitated into production car trialling and produced one of the most reliable Ford Pops seen for many years. This lead him into the world of road trialling and eventually the clutches of the MCC and its classic trials. The Pop was later replaced by the Anglia Estate on stilts, (1500cc and 15 inch wheels). Rule changes effectively outlawed this car, and it was replaced with a Cortina 1500. Whereas the Anglia passed on to other things, the Pop was still quietly rusting away in his garage.

Demands on Ray's time from the TMC and his beloved gardening, plus requests to marshal meant that Ray eventually gave up active driving, and concentrated on marshalling on rallies, sprints, autocrosses, autotests and hill climbs, (he even had a bend named after him at Cricket St. Thomas, 'Mitchell's Leap'. It seems that too many drivers were intent on stopping for a chat instead of doing what they were supposed to be concentrating on!! Then there were his social runs, quizzes, carnival club activities, and to crown them all, his dinner and dances. For years the man was never home! That didn't matter too much, for where ever Ray went, you would be sure to find Brenda. Brenda was not a motor sport widow. She was part and parcel of the whole business. The perfect partnership.

In the midst of all this Ray had another brain wave. Restore the Pop! And restore it he did. Ever the perfectionist, Ray started from the valve caps!!!! The Pop gradually became his pride and joy, totally restored from its battered and rusting trialling state to something Henry Ford would have been proud to put his name to. He showed it all over the West of England. When it came time to seriously think about the 2000 Exeter Trial and the 90th Anniversary run he almost went apoplectic when I suggested he should take the old 'banger' out again for a quiet potter. Poor Ray. He could always take a joke, but that was almost one joke too far!!!!

My memories of him are many, but I can always remember at time not too long ago when I had the Fugitive, and it was pouring with rain, the car gradually fining up with water, he was standing at the foot of a section dressed in bright yellow waterproofs, having been there for several hours, giving his impression of Captain Birdseye, laughing like a drain, shaking up and down, almost dancing with joy at "my" misfortune, saying "Come on "Mr P." stop complaining!!!"

In over 30 years of friendship I don't think I ever once heard him swear, or speak ill of another person, and his honesty was beyond question. The problem was he expected no less of us, but he was never disappointed if we failed him. Ray's passing will certainly leave a gaping hole in our lives, but I am certain that he will never be forgotten. Raymond if you are up there looking down, and you offer to marshal the final time control, as well you might, please don't be too annoyed if we turn up late and keep you waiting. May God Bless You.

DeePee (and yes, that was another Mitchellium)



Jonathan Dakin, 2000 Edinburgh, Haggside

(Photo: Charlie Wooding)

CHAMPIONSHIP CHAT

First things first. With this copy of Restart you should have received a new ACTC registration form for 2001. If you want regs for every trial next year, and your membership card before the start of the new season, then please return this to me without delay. There are no regs being issued, as these are unchanged from last year. If you need a copy then please contact me directly.

The season has restarted and the tables are beginning to sort themselves out. The Crackington, Wheelspin, Navigators' and Team leagues have however all been reduced to only eight scoring rounds, due to the loss of the Exe Valley, and Torbay. The Exe Valley will however be up and running again next year providing we don't have another fuel crisis!

The Pouncy League is also down to eight scores counting, but this may even reduce to seven depending on whether the 200 Trial ran. As yet I have not had confirmation that it did. Next year we should return to the full nine rounds with the Exe Valley returning and the new Northern Trial adding a further event.

The tables themselves show that the last few rounds of the season are going to be critical and reliability is an absolute must. The Crackington looks as if it will go to a three-way battle between Nigel Allen, David Haizelden and Bill Bennett. All three have shown exceptional consistency with their class wins. Neither David nor Bill can afford a retirement though, as they have both already failed to finish once this year.

The Wheelspin is just as close at the top. Tony Young has overtaken Adrian Dommatt for the lead with Dudley Sterry moving up to third. The fourth and fifth positions could go any which way between Roger Bricknell, Stuart Harrold and Peter Fear.

The Navigators' League is the closest of all. The top three positions will be exceptionally tight at the end of the day and will almost certainly fall to Liz Bennett, Judy Phillips, Aaron Haizelden, John Radford or Francesca Plimmer. At the moment it's anyone's guess.

The top three positions in the Pouncy League are unchanged and Michael Crocker is in a strong position with only a few events left to run. Buster Griffin and Ray Gerring are separated by a single point in second and third. Julia Browne has now moved into fourth and Adrian Bellew is up to fifth.

Could I remind everyone who has trophies from last year's championship to return them at the start of the Allen if you are competing, so that they can be engraved in plenty of time.

As always if you believe any of the scores are incorrect, please e-mail me at giles@trailing.fsnet.co.uk or call on 0208 5494161.

Good luck with the rest of the season.

Giles

Crackington League 2000														
		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Giles	Greenslade	5.0	9.9	9.3	8.7	5.0	10.5	5.0	10.3					63.7
Tony	Young	1.0	9.0	10.0	9.0	5.0	11.0		11.0					56.0
Roger	Bricknell	1.0	7.0	10.0	10.9	5.0	10.7		11.0					55.6
Bill	Bennett	3.0	9.7	10.1		5.0	10.1	5.0	10.1					53.0
Nigel	Allen		10.7	10.4	10.3		10.2		10.1					51.7
Adrian	Dommett		11.0	11.0	11.0		8.0		10.0					51.0
David	Haizelden	3.0		10.3	10.3	3.0	10.3		10.4					47.3
Dudley	Sterry	5.0	7.0	7.0	4.0	5.0	6.0	5.0	8.0					47.0
Tommy	Kalber	1.0	10.0	9.0	8.9	3.0		3.0	9.7					44.6
David	Heale	5.0	8.7	10.0	9.0	3.0		5.0						40.7
Harvey	Waters	1.0			7.0	3.0	7.0	5.0	10.7					33.7
Peter	Fear		4.0	9.0	10.0				9.0					32.0
Clive	Kalber	3.0			9.9	3.0	11.0	5.0						31.9
Stuart	Harrold	1.0	10.0		8.0	5.0		5.0						29.0
Paul	Allaway			9.3	9.3		9.3	1.0						28.9
Adrian	Marfell		5.0			3.0	9.0	3.0	6.0					26.0
Emma	Flay	3.0			5.0	3.0	8.0	5.0						24.0
Tim	Whellock	5.0		2.0	3.0	5.0		5.0	4.0					24.0
John	Bell			7.0	8.0				8.7					23.7
Neil	Bray	3.0	8.9		10.7			1.0						23.6
John	Cox		7.7	6.0	4.0				5.7					23.4
Richard	Peck		10.9		6.7			5.0						22.6
Simon	Woodall		9.0		4.9		8.7							22.6
John	Looker		8.7		8.3			5.0						22.0
Arthur	Vowden	3.0		11.0		5.0		3.0						22.0
Jim	Scott	3.0		10.3	4.7	3.0								21.0
Michael	Warnes	1.0		7.0	5.9	1.0			6.0					20.9
Paul	Bartleman		10.7		10.0									20.7
Tim	Lakin	1.0	11.0	8.0										20.0
David	Turner	5.0			11.0	1.0		3.0						20.0
Eric	Wall	3.0			7.0	5.0		5.0						20.0
Ian	Williamson	3.0	10.7			1.0		5.0						19.7
Bill	Foreshew			6.0	2.0		10.0							18.0
Philip	Montgomery-Smith		8.0						10.0					18.0
Frank	Burton	1.0			6.9	1.0			9.0					17.9
Nigel	Brown		6.0		7.9	3.0								16.9
Gerald	Burridge	5.0	8.7			3.0								16.7
Murray	MacDonald		6.9		9.7									16.6
John	Summerhayes	1.0		5.0		3.0	7.0							16.0
Terry	Ball	5.0	7.7			3.0								15.7
David	Miller	1.0	6.7			5.0		3.0						15.7
Philip	Roberts			8.0					7.7					15.7
Nigel	Moss	3.0	8.0			1.0		3.0						15.0
Anthony	Andrew	5.0		9.4										14.4

Crackington League 2000														
		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Terry	Coventry	1.0	10.2					3.0						14.2
Roger	Ugalde		5.7	8.4										14.1
Philip	Potter				5.0	3.0		5.0						13.0
Tony	Rothin		3.0			5.0		5.0						13.0
Keith	Sanders	1.0		6.0		1.0			5.0					13.0
Greg	Warren	5.0		5.0		3.0								13.0
Mick	Workman		6.0						7.0					13.0
Brian	Alexander							3.0	9.3					12.3
Mike	Wordsworth	3.0			9.2									12.2
Simon	Robson	3.0			7.7			1.0						11.7
Peter	Manning	1.0			10.2									11.2
Mark	Rosten	1.0				5.0	5.0							11.0
Tony	Squires		5.0			1.0		5.0						11.0
Brian	Osborn	1.0	9.2											10.2
David	Dyer								10.1					10.1
David	Symons	1.0				3.0	3.0	3.0						10.0
Alun	Lewis			4.0			5.7							9.7
Keith	Vipond	3.0	6.7											9.7
Mal	Allen			5.0		1.0		3.0						9.0
Ray	Easterbrook							1.0	8.0					9.0
John	Ludford				3.9			5.0						8.9
DA	Thompson	3.0				5.0								8.0
Mark	Tooth	3.0				5.0								8.0
Mike	Stephens		7.9											7.9
Peter	Thompson		4.7					3.0						7.7
Anthony	Allard						5.0		2.0					7.0
Ian	Davis								7.0					7.0
Paul	Royds		3.0			1.0		3.0						7.0
Matthew	Sharratt	1.0	5.9											6.9
Bryan	Bradbeer						6.5							6.5
David	Bache	1.0						5.0						6.0
Chris	Bale						3.0		3.0					6.0
Mike	Chatwin				6.0									6.0
Michael	Leete	3.0						3.0						6.0
Duncan	Welch	3.0						3.0						6.0
John	Bennett							5.0						5.0
Tony	Branson		4.0					1.0						5.0
Dean	Partington							5.0						5.0
Brian	Partridge							5.0						5.0
Tim	Pearce													5.0
Mike	Pearson							5.0						5.0

Wheelspin League 2000

		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Tony	Young	1	7	8	7	5	10		10					48
Adrian	Dommett		9	10	10		2		9					40
Dudley	Sterry	5	4	4		5		5	6					29
Giles	Greenslade	5				5	8	5	2					25
Stuart	Harrold	1	8			6	5	5						25
Roger	Bricknell	1		6	5	5			7					24
Peter	Fear			7	9				8					24
Clive	Kalber	3			4	3	7	3						20
Arthur	Vowden	3		9		5		3						20
Eric	Wall	3			3	5	5							16
Emma	Flay	3				3	4	5						15
Tim	Whellock	5				5		5						15
Nigel	Allen		5		8									13
Bill	Bennett	3				5		5						13
David	Heale	5				3		5						13
Tommy	Kalber	1	1	3		3		5						13
Nigel	Moss	3	6			1		3						13
Harvey	Waters	1				3		5	4					13
Adrian	Marfell					3	3	3	3					12
Paul	Bartleman		10											10
Bill	Foreshew			1			9							10
Tony	Rothin					5		5						10
David	Miller	1				5		3						9
Philip	Potter				1	3		5						9
David	Turner	5				1		3						9
Ian	Williamson	3				1		5						9
Terry	Ball	5				3								8
Gerald	Burridge	5				3								8
DA	Thompson	3				5								8
Mark	Tooth	3				5								8
Greg	Warren	5				3								8
David	Symons	1				3		3						7
David	Bache	1						5						6
David	Haizelden	3				3								6
Tim	Lakin	1	3	2										6
Michael	Leete	3						3						6
Mark	Rosten	1				5								6
Jim	Scott	3				3								6
Tony	Squires					1		5						6
Duncan	Welch	3						3						6

Wheelspin League 2000

		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Anthony	Andrew	5												5
John	Bennett							5						5
Ian	Davis								5					5
John	Looker							5						5
John	Ludford							5						5
Dean	Partington							5						5
Brian	Partridge							5						5
Tim	Pearce													5
Mike	Pearson							5						5
Richard	Peck							5						5
Mal	Allen					1		3						4
Neil	Bray	3						1						4
Terry	Coventry	1						3						4
Simon	Robson	3						1						4
Paul	Royds					1		3						4
John	Summerhayes	1				3								4
Brian	Alexander							3						3
Nigel	Brown					3								3
Derek	Chatto	3												3
Nigel	Hilling							3						3
Martin	Jones							3						3
Colin	Perryman	1				1		1						3
Rob	Smith	3												3
Mark	Smith	3												3
Peter	Thompson							3						3
Jonathan	Toulmin					3								3
Adrian	Tucker-Peake	3												3
Keith	Vipond	3												3
Rich	Welsh	3												3
Nicholas	Woolett							3						3
Mike	Wordsworth	3												3
Mike	Braddock	1						1						2
Andrew	Brown					1		1						2
Frank	Burton	1				1								2
Stuart	Cairney	1						1						2
Mike	Chatwin				2									2
John	Pellowe					1		1						2
Keith	Sanders	1				1								2

Pouncy League 2000

County League 2000		Exeter	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	200 Trial	Exmoor Clouds	Tamar	Hardy	Westcott	Total
Michael	Crocker	1	15.09	15.03	1	15.03	5		15.04				67.19
Buster	Griffin		15.21	14.03		14.22			14.17				57.63
Ray	Gerring		11.21	15.03		15.22			15.17				56.63
Julia	Browne		15.02			14.02			14.02				43.06
Adrian	Bellew		15.04		5	9.22			10.17				39.43
Trevor	Hughes		10.21	13.03	3	7.22	3						36.46
Bill	Hannant	5	12.26	14.06	5								36.32
Courtenay	Yandle		9.09			14.03			12.04				35.16
Thomas	Beckerleg	1	14.04		1	15.01	1						32.05
Steven	Edwards			12.06	3	15.14	1						31.20
Derek	Legg		5.26	13.06		4.22			7.17				29.71
Dave	Mason	5	13.21			3.22			8.17				29.60
Ian	Mackie			11.06		8.14			10.17				29.37
Richard	Lidstone		8.21			5.22			13.17				26.60
Mike	Robinson	5	13.04		1								19.04
Keith	Lee		13.09										13.09
Keith	Johnston		12.04										12.04
Ashley	Hanley	5			3								8.00
Richard	Dawe	5				14.14							5.00
Mike	Wadsworth								1.17				1.17

Navigators League 2000

		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Liz	Bennett	3	9.7	10.1		5	10.1	5.0	10.1					53.0
Judy	Phillips		11.0	11.0	11.0		8.0		10.0					51.0
Francesca	Plimmer			9.3	5.0	5	10.5	5.0	10.3					45.1
John	Radford	1	9.0	10.0	9.0	5			11.0					45.0
Aaron	Haizelden			10.3	10.3		10.3		10.4					41.3
Darren	Baker	5	7.0	7.0	4.0	3		5.0						31.0
Andrew	Allaway			9.3	9.3		9.3	1.0						28.9
Chantal	Greenslade	5	9.9	10.0										24.9
Anne	Whellock	5		2.0	3.0	5		5.0	4.0					24.0
Marc	Lawrence	3	8.9		10.7			1.0						23.6

Navigators League 2000

		Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total
Brenda	Burton	1			6.9	1		9.0						17.9
Hazel	MacDonald		6.9		9.7									16.6
Ken	Martin	5	7.7			3								15.7
Karen	Warren	5		5.0		3								13.0
Julia	Bricknell	1	7.0			5								13.0
Ruth	Ashby		3.0			5		5.0						13.0
Reg	Hackett	3			9.2									12.2
Matt	Robson	3			7.7			1.0						11.7
Paul	Gregory				6.7			5.0						11.7
Chris	Phillips	1				5		5.0						11.0
Donny	Allen			5.0		1		1.0						7.0
Sue	Ludford				3.9			5.0						5.0
Pat	Toulmin					3								3.0
Murray	MacDonald	1												1.0
Thomas	Pellow					1								1.0

Team League 2000

	Exeter	Clee Hills	Exmoor	Kyrle	Lands end	Taw & Torridge Edinburgh	Exmoor Clouds	Tamar	Hardy	Allan	Camel Classic	Total
Burnt Mud												
Giles Greenslade		9.9	9.3	8.7			10.3					38.20
Tommy Kalber		10	9	8.9			9.7					37.60
Nigel Allen		11	10.4	10.3			10.1					41.80
The Half Crackers												
Ian Williamson	3	11			1							15.00
Gerald Burridge	5	8.7			3							16.70
Bill Bennett	3	9.7			5							17.70
The Constructors												
John Looker		8.7										8.70
Richard Peck		10.9										10.90
Keith Vipond		6.7										6.70
The New Falconers												
Simon Robson	3				1							4.00
Michael Leete	3				3							6.00
Neil Bray	3				1							4.00

FORTHCOMING EVENTS

5th November	Bodmin	Camel Vale	Non ACTC
10th November	50th Anniversary	Stroud	ACTC Invite
18th November	Hardy	Woolbridge	Champ - Cars/MCs
26th November	Allen	Bristol	Champ - Cars
26th November	Neil Westcott	Exmoor MC	Champ - MCs
3rd December	Camel Classic	Camel Vale	Champ - Cars

2001

5th January	Exeter	MCC	Champ - Cars/MCs
21st January	Clee Hills	MAC	Champ - Cars
28th January	Exmoor	North Devon	Champ - Cars/MCs
4th February	Cotswold Clouds	Stroud	ACTC Invite
11th February	Launceston	L&NMC	Non ACTC
25th February	Chairmans Trophy	Holsworthy	Non ACTC
4th March	Torbay	Torbay	Champ - Cars/MCs
11th March	Camel Heights	Camel Vale	Non ACTC
11th March	Murray's March Hare	Falcon	ACTC Invite
31st March	Northern	Fell Side AC	Champ - Cars/MCs
13th April	Lands End	MCC	Champ - Cars/MCs
22nd April	Kyrle	Ross & District	Champ - Cars/MCs
28th April	Kimber	MG CC	Non ACTC
29th April	Exe Valley	Crash Box Club	Champ - Cars/MCs
15th July	Testing Trial	MCC	Non ACTC
16th September	Taw & Torridge	Holsworthy	Champ - Cars/MCs
5th October	Edinburgh	MCC	Champ - Cars/MCs
13th October	Ebworth	Stroud	ACTC Invite
21st October	Exmoor Clouds	Minehead	Champ - Cars/MCs
28th October	Tamar	L&NMC	Champ - Cars/MCs
4th November	Tarka	North Devon	ACTC Invite
18th November	Bodmin	Camel Vale	Non ACTC
25th November	Hardy	Woolbridge	Champ - Cars/MCs
2nd December	Neil Westcott	Exmoor MC	Champ - MCs
2nd December	Allen	BMC&LCC	Champ - Cars
9th December	Camel Classic	Camel Vale	Champ - Cars

Please note that 2001 dates are provisional

The Fack Trials Differential

A bolt in conversion for Escort & BMC 'A' Series axles

Now well known in classic trials as well as sporting trials where it originated, this unit has solve the diff problem for those cars using Escort or BMC 'A' series axles. Made entirely of racing quality materials, it has four star wheels, instead of two in the standard differential, and all moving parts run on roller bearings. No production components are used, and the superb new casing is machined from solid high grade steel.

It is not cheap at approx. £475 (no VAT) but what price can you put on having the confidence that your differential will not let you down? Your results are bound to improve when you can "attack" the hills without worrying, and still be able to drive home after the event!

Delivery from stock (as of April 2000)

Julian Fack, Orchard Farm, Shareshill, Wolverhampton WV10 7LE
Or leave a message on 01426 954208 at any time