



RESTART

*The Quarterly Bulletin of
the Classic Trials World*



The official newsletter
of the Association of
Classic Trials Clubs
Volume No: 11

Issue 4, January 2001

RESTART Vol 11, Issue 4, January 2001

ACTC Council Officers

President:	Roger Pole
Vice Presidents:	Alan Foster Martin Halliday John West Simon Woodall Anne Templeton
Chairman:	David Alderson
Vice Chairman:	Simon Woodall
Secretary:	Adrian Tucker-Peake
Treasurer:	Barbara Selkirk
Championship Secretary:	Giles Greenslade
Championship Monitor	Andy Webb
Rights of Way Officer	Andrew Brown

Advertising Rates

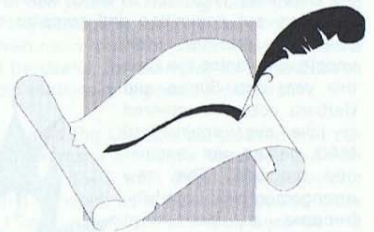
Inside	
Half Page	1 Issue £12.50 2 Issues £20.00 3 Issues £32.50 4 Issues £35.00
Full Page	Double the above
Inside Cover	
Half Page	4 Issues £55
Full Page	4 Issues £100

All rates payable in advance
All income supports the publication of Restart.

The opinions expressed by contributors and advertisers are not necessarily shared by the editor.

CONTENTS

Secretary's Page	3
Chairman's Comment	4
Market Place	6
Exmoor Clouds	8
Tarka Trial	13
Classic Car Show	17
Some light reflections	20
Letters	22
How was it for you then?.....	23
Allen Trial.....	28
Camel Classic Trial.....	33
Motorcycle News	36
Championship Chat	37
Championship Tables	38
Forthcoming Events	44



**FINAL COPY DATE
FOR
NEXT ISSUE :
18th February**

Cover photographs :

- Adrian Dommatt 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)

EDITORIAL

Editor: Pat Toulmin
4, Briery Lands
Heath End
Snitterfield
Stratford on Avon
CV37 0PP

Tel: 01789 731332
Fax: 01789 730082

Email: ptoulmin@motorcars.free-online.co.uk

ACTC Website : www.ukmotorsport.com/actc

Assistant Editor: Dennis Greenslade
Lanner Mill
Saint Allen
Truro
TR4 9AX
Email: dgmotorsport@talk21.com

Firstly I must thank the organisers of the Camel and Giles for, once again, pulling out all the stops to enable this issue of Restart to go to the printers before Christmas, by getting the final championship results ready for my copy dates – I am very grateful, as it makes all the difference. Also I must thank the two scribes of this event for also being very prompt.

The new season looms and, for the first time since 1992 we might be able to enter the Clee Hills Trial. Due to MAC 100th Anniversary commitments, as chair of the centenary sub-committee and compiler of the anniversary book (along with your editor), Jonathan felt unable to organise the Clee this year and Simon and Barbara nobly volunteered to take over again (and MAC gained yet another new member!) This new arrangement will, hopefully, become a permanent feature – two organising teams who can take it in turns and spread the load – and perhaps engender some friendly rivalry to keep improving the event. Organising a trial is very time consuming, but fun, and the opportunity to have a break and then come back refreshed and with new ideas is very welcoming.



In the latest issues of both Triple and Restart, Messrs. Harris and Alderson have reflected on the 'hidden' costs of particularly the MCC classic trials, i.e. sufficient expenditure on their fuel to gladden the Chancellor's heart. David's £146 bill for the Land's End dwarfs the entry fees, accommodation and even tyre replacement. Does this open the way for serious consideration of Dr. Diesel's motor? They are now sporting enough to win saloon events at Nurburgring, the turbo boosted units are powerful and progressive, more immune to floodwater than spark ignition, and abundant from almost every car manufacturer. So particularly if you're thinking of a steed appropriate to the year 2001, and you're musing the merits of Class 1, a lusty iron block compression ignition lump gives you the weight where you want it, all the torque you can handle and economy too!



It's raining now. It rained yesterday and the 300 year peak in winter floodwater is making its mark on the sporting season, from a soggy Edinburgh, saturated Allen and cancelled Stroud 50th. We all must have felt for Andrew, Richard and the SDMC crew when deciding to call off the efforts of two years' pioneering route finding and PR in the face of metre-deep floods. With the damage to sections that such deluges of nature cause, perhaps we should be even more aware of public mis-perceptions of 'cavalier' motorsport damage. Might it be useful, for example, for organizers to compile a rolling photo register of vulnerable sections as a possible defence?

Our own season opener was the Allen – spared Big Uplands but pleased with our first clean sheet on the event. Guy's has been many a trialist's 'bete noir' but with the mud and leaves washed away all in classes 1 – 5 went clear. Passenger son Andrew, who's normally only wakeful from 11 o'clock on a Sunday, became more excited, but a muddy rear window on S/T 1 cost us a couple of wobbly seconds and saved David Haizeden's demotion! Not as close though as the 1/10th second separating Giles Greenslade and Colin Perryman for Class 4 honours. A consistently excellent event, from diligent scrutineering to the classic John Walker finale, albeit more worrying when seeing all the ruts in daylight!

Simon reports elsewhere on ACTC's first planned exhibit at November's NEC Classic Motor Show – the dynamic stand contrasted with many 'exclusive' displays, drawing many to the cars, bike and videos. Many incredulous too, at what Bill Bennett subjects his J2 to on a weekend, pristine as it was on the day. If (when!) you volunteer next year, you'll enjoy a couple of hours' duty, with plenty to show, talk about and hand out. And it's an effective recruitment tool for both membership and championship. A reminder on this theme that black and white copies of the 'Classic Trialling' and 'Getting Started' leaflets are freely available through clubs, so perhaps

keep a couple handy to answer an enquiry on and between events; take the proactive PR line as endorsed by John Aley!

Concluding on this line of growth, the association of 22 clubs has been approached by Somerset based Windwhistle M.C., requesting membership. They already run PCT's, provide marshals for MCC and ACTC events, some championship competitors including the Whellocks, and aspire to run a classic trial of their own. They've been invited to send a delegate to next May's Council Meeting and hopefully reflect a healthy trend.

Adrian Tucker-Peake



CHAIRMAN'S COMMENTS BY DAVID ALDERSON

May I start by wishing a merry Christmas, health, happiness and prosperity to all classic trials folk and their families in the New Year.

What a thrilling finale to our 2000 series we have just witnessed. Despite the ravages of fuel shortages and extensive flooding seven championship scoring events did finally take place in the second half of the year. Fierce competition in the Crackington League saw the top four scorers all within point eight of a mark at the final count. Cornish Big Beetle exponent Nigel Allen just scraping in on the Camel to take the big trophy home for the first time. If the Crackington was a nail biter, just look at the Wheelspin League scores. Two drivers tying on points meant we had to implement the tie decider for what I believe to be the first time ever in the series. Adrian Dommett takes the premier award once again but Tony Young was so close it must hurt. All our winners will receive their awards, from MSA trials committee chairman Julian Fack, at our annual awards ceremony on Sunday morning the seventh of January at the Trecarn Hotel, Babbacombe, after the MCC Exeter Trial. Let us have a full attendance to show our appreciation and support for all our competitors efforts over the past year. Don't forget the discretionary awards, it's always interesting to see whose efforts, disasters or personal triumphs have been duly noted and rewarded.

We start the new year with a revised format motorcycle series; the changes are devised to encourage more support for the Pouncy Leagues. We have now separated the motorcycle series into two categories, solos will continue to compete for the Pouncy trophy but the chairs now have their own Red Rose Bowl league. Come on all you charioteers, these are one day trials with sections used by cars, MCC style, ideal for road going trials outfits and older machines.

I am pleased to welcome another new member club to the association in the form of the Windwhistle Club, I understand that Austin Seven trials exponents, Tim and Anne Whellock and friends have much to do with the club. Hopefully we can look forward to new trials offerings from the Windwhistlers in the future.

Our incumbent government has now embarked on a revised vote catching scam aimed at other sectors of bona fide countryside dwellers/users. These, apparently vital, issues of state take precedence over transport, education or the national health system and will probably keep the PC spoilsports occupied for some time. That may give the rights of access matters a breather, in fact the current bill seems to have ground to a halt in the House of Lords, our ROW officers are monitoring these matters and will update us when necessary.

Once again we had an excellent show at the annual NEC Classic Car Show. Some visitors even enquired where we had been last year; they were looking out for the trials videos which were such a crowd puller on our first stand. Many thanks to those who organised the logistics, donated exhibits, or helped on the stand. Once again a fine effort well rewarded with public interest and several new member signings. We have already booked our stand space for 2001.

Our senior club MCC, along with MAC, are both celebrating their centenary years in 2001, there will be various special events from both clubs and a joint effort at Brooklands in May so look out for lashings of nostalgia and trialling history in the new year.

Once that plum pudding has finally settled off we go again into a new trialling year with the traditional MCC Exeter adventure. The Exeter is followed closely by the MAC's Cleve Hills which reverts to it's old VWOC organising team led by Simon Woodall (*But it is still an MAC event and uses the tried and tested MAC format – ed*). Make sure you have re-registered with Giles Greenslade for the 2001 series, it is the only way you can ensure receiving regulations and entry forms in good time for each event and of course your four annual issues of Restart magazine. There will be new rounds of the series and new organising teams for our competitors to pitch their skills against. I also know of one or two new driver/car pairings who will be looking for improved performance in the new year. There will be no resting on laurels for our 2000 champions, the sport promises ever changing challenges but always in the true spirit of sporting competition.

PLEASE NOTE :

In view of a continuing lack of commitment from the organisers of the Torbay Trial, ACTC has decided to drop this event from the 2001 Championship. The event has not run for several years now and the officers of the Association feel that it is unfair on the competitors to continue in the belief that the Torbay club might just pull something out of the bag at the last moment. The loss of this event is deeply regretted, coming so soon after the disappearance of the Chase Clouds. It leaves a large gap in the calendar at a time that many people would regard as prime trialling weather. Although it may sound strange, this gap may not be quite so bad as it seems, as the official loss of the Torbay means that other organisers can consider moving their events into this gap. We will still have a lopsided calendar in 2001, but hopefully when the dates are decided for 2002 (next May) we will be in a position to start to spread the events out more evenly. Please don't hold me to that as a promise though, there are many more influences on our calendar than just our own events.

Simon Woodall

MARKET PLACE

WANTED

by former competitor – an MG Midget or similar that has been modified for trials. Do not expect 'show room' condition, but one that has been well prepared and looked after. Contact Nick Jacques on 01962 843950 or nljacques@excite.co.uk

FOR SALE

Classic Trials Beetle

Liam Alderson is offering for sale the ex Graham Brasier, 2 litre type 4 engined, 1303 Beetle. Trials mods include the almost 2 litre engine on twin Delorto carbs, very raised suspension! Fully skid and sump guarded, quick release twin spare wheel carrier, extra wheels etc. New gearbox fitted this year, brakes overhauled etc. Hagglng starts at £2,750. Call Liam on mobile 07980 072 556

Terry Coventry

T.C. SERVICES

Specialists in
REWIRING, MODIFICATIONS,
CUSTOM LOOMS ETC.
ON MODERN, CLASSIC, KIT CARS
& TRIALS CARS OF ALL TYPES

FAULT FINDING & BREAKDOWN SERVICE
ON VEHICLES OLD AND NEW
RING TERRY on 01285 760756 or 0973 551376
Cowcombe Cottage, Cowcombe Hill, STROUD, GL6 8HP

A PROVEN SUBSTITUTE FOR LEAD IN PETROL

THE ULTRABURN UNIT

A SCIENTIFIC INVENTION FOR
VINTAGE, CLASSIC & MODERN ENGINES
GUARANTEED FOR 200,000 MILES
PETROL DIESEL AND SUPERCHARGED APPLICATION
FOR PEACE OF MIND AND A SOUND INVESTMENT
FIT AN **ULTRABURN UNIT** NOW

AVAILABLE FROM
R & M Moore, Trefrew, Camelford, Cornwall PL32 9TR
Main Distributors to the vintage and classic movement
Please write enclosing SAE for full details and price list

Exmoor Clouds 2000

by Ian Davies

For as long as most people can remember the Clouds has been based at the Minehead Barbarians rugby club. This year, however, the event started and finished at the Raleigh's Cross Inn, high up on Exmoor. This new venue was chosen partly because it could offer hot food and drink and partly because for the last few years there has been a cycling event starting and finishing at the rugby club on the day of the trial. You can imagine the organisers' surprise when they found out that the Raleigh's Cross Inn was being used as the headquarters for a huge (1,000+ riders) mountain bike orienteering event on the same weekend as the trial!

When Dick Hutchings and other members of Minehead MC were marking the sections out on the day before the trial they discovered to their horror that not only were the mountain bikers using the pub but most of his sections as well. Luckily on the day of the trial the mountain bikers had moved on to other areas and we saw very little of them on the trial itself.

47 motorbikes and nearly 60 cars started the trial this year, more than in previous years when the trial's rough, tough reputation has probably kept entries down. Although this is deepest Troll country you wouldn't have known it as the only one entered (that of fellow Falconer Dave Alderson) didn't start. Where have they all gone? Instead, Class 8 looked like a meeting of the buggy owner's club with 9 of the 19 vehicles in this class being VW based! With the exception of the Escort boys in class 3 the saloon entries were pretty thin on the ground with only Nigel Allen turning out in class 6.

With a different start venue we also got a new route; although it featured mostly the same hills as in 1998 and 1999 they all appeared in a different order. The first hill for the bikes and classes 6, 7 & 8 was Steep Lane with a restart for class 8. The hill itself was fairly straightforward but the route to it down a steep grassy field was very slippery.

The next section for us was Port Lane. To my mind this is one of the best sections on the entire trials calendar; a long, sunken lane with deep mud, ruts and a huge rock slab near the top. Thanks to the heavy rain in the preceding weeks, much of the usual mud had been washed down the hill and into the village at the bottom. Although there was plenty of grip this year the resulting gullies meant that only solos and Class 8 were allowed to tackle the section.

Following an 'impossible' restart for classes 7 & 8 in 1998, Northmoor seems to have got progressively easier. The section itself was followed by the first special test which involved a quick blast round a corner to line B, a short reverse over line C and a longer forward section around a tree and over a bump to stop astride line D. I'm not sure if it was the mist or the reversing that caused confusion here but quite a few lost their way and failed to record a time. As the stop watch was giving the timekeeper some trouble the car in front of us got two attempts at the test. We thought we'd ask for another go if we didn't record a fast time but the timekeeper told us that we had done the best time so far so we didn't argue!

A few miles further on and we joined the queue for South Hill. Although not that steep, once away from the start (on tarmac), the section was very slippery with a deep rut on the right at about the 7 marker and a tight hairpin just before the restart. The rut seemed to attract quite a few cars and once in, it must have taken some effort to get out of again.

There was also quite a deep gully by the side of the road, as Thomas Bricknell found out when he parked his dad's Vincent in it, leaving the offside wheel at a very peculiar angle and the diff on the ground. Judging by the look on Roger's face as he ran back up the road it may be some time before we see Thomas behind the wheel of this trials car again...as the results show though, the Vincent seems to like this treatment as Roger finished a fine fourth overall. Charlie Shopland (first gear again - modification on its way) and Arthur Vowden were less fortunate and both retired here.

Ski Slope was next and only those who haven't seen it will be wondering why it is so named. Dead straight and formidably steep, this section was to take points off all but 3 car entrants although most bikes cleaned it OK. Classes 1-5 tackled the hill non-stop (in theory) whilst 6 & 7 had a restart on the steepest part of the track. We were lucky enough to see one of the few clears as Nigel Allen blasted the big Beetle off the restart to clear the hill impressively. The class 8 restart was situated on slippery grass to the side of the track and although a few heroes got out of the ruts, over the bank and onto the restart line, none managed to clear it and get back to the main track.

A bit downhearted at losing our first points of the day, we moved on to Pin Quarry which we usually manage to get up. Each year the hill takes a different route and this year after a blind start on a stony track the hill turned sharp left and up a steep muddy bank. We didn't give it quite enough right foot and ended up stuck at the 8 marker. Five other class 8 cars cleaned the section but for the rest of the field 9's and 10's were the order of the day.

If not enough right foot was the problem at Pin Quarry, too much was definitely our downfall on the 7th section, Allercott, and after fishtailing from side to side across the hill we ended up all crossed up at the 2 marker. Due to the heavy rain the muddy dip was bypassed this year and the section started fairly flat before turning left and becoming steeper and more rutted.

The classes divided after Allercott, with solo's and class 8 going straight on to a new section called Muddelcombe and the rest heading off for Ewart's Pickle (aka Slade Lane). When I first saw this in the route card it seemed odd as Ewart's Pickle is usually one of the roughest sections on the trial but Dick Hutchings explained later on that the council had recently graded the section with loose chippings (it is a RUPP). We didn't see the hill itself but the results show that this was the only hill not to claim a point from a single competitor.

All classes met up again for section 9, Muddelcombe. This section was a late substitute for Middlecombe woods as the woodland was hosting a motorcross event which had been postponed by the fuel crisis in late September, hence the name. Entry to the section required traversing a steep grassy field which proved as much of a challenge to some as the section itself! Adrian Domett and Dave Hazelden were just

two who suffered punctures on the adverse camber. After a sharp right hairpin the section climbed steeply up the side of the hill behind Land's End section Hindon, with a surface of slippery grass and bracken. Only two cleans were achieved, by Dudley Sterry and Roger Bricknell.

It was only a few yards down the lane to the next section, the aforementioned Hindon, with the usual slippery grass at the top and restart for classes 6, 7 & 8. Avile Ball followed shortly after and, although the route directions to it were more straightforward this year than last, someone had removed a direction marker within the woods. Very helpful! This is another very long hill, steep and slippery towards the end with a restart for solo's and 8's at the top under the trees. The bikes really struggled on this one with only eventual winners Michael Crocker and Trevor Griffiths getting up it on their Yamaha outfit. Although most 7's and 8's got up, only three saloons did so – the escorts of Tommy Kalber and Philip Roberts and Nigel Allen's big-engined Beetle.

Vinegar Hill, another steep forestry section, also caused the bikes quite a few problems although most cars managed to get through OK.

With the night starting to draw in we moved on to the special test at Maddocks which must be one of the longest and most enjoyable around (especially for pretend rally drivers). We were determined to record a fast time here as this is where Tony Young won the overall award from us last year. We got to the top in just over 29 seconds and were quite pleased with that (although it didn't mean a lot as we had by now dropped more points than in the previous three years put together). The timekeeper told us that the fastest time was under 27 seconds and then added 'he was flying'. He must have been! Not surprisingly, 'he' turned out to be Tony Young and fast special test times again won him the overall award from fellow 'Big Wheeler' Adrian Dommett.

Just down the road was Druids, which this year was for bikes and car classes 6, 7 & 8 only due to the deep, deep muddy ruts. Those with good ground clearance generally got to the restart at the 6 marker and then sank, those with less clearance grounded out further down at the 9 or 10 marker - so the other saloon drivers didn't miss out on too much. I suspect Nigel Allen may agree as after a strong run he dropped 9 here and then 12 each on the final two sections suggesting the Beetle developed a problem somewhere nearby. First car Adrian Marfell, in his Fiat(?) VW special, excelled here to reach the two marker, whilst the amazing outfit of Michael Crocker/Trevor Griffiths went two better to record the only clean of the day.

The penultimate section of the day was at Tarr Cott and was another very long section (you certainly get value for money on this event!). This section climbs up the side of a deep Exmoor valley and seems to finish right on the top of the moor but few competitors got that far and long delays built up. The problem was an adverse camber section with a deep gully on the left which the start marshal described to us in glorious technicolour. This rather un-nerved Lesley in the passenger seat but before she could clamber out of the car we were off and she spent most of the time on the way up looking for the gully which had been described so dramatically to us! A handful in classes 7 & 8 made it to the top together with only 2 saloons – another

great climb for Dave Hazleden in the GTI and a class winning effort for Harvey Waters in his Escort.

On to the final section Tim Wood, now in total darkness, which was a new find close to the start/finish pub. After a very muddy start, which stopped a high proportion of the entry, the section divided to the left for classes 6, 7 & 8 and to the right for the rest (or should that be for Giles Greenslade as his was the only saloon to pass the 9 marker). We couldn't see very well here – I'm not sure if this was down to the pathetically low output of the buggy's dynamo or because the headlights were liberally coated with mud. After a close encounter with a tree in the lower reaches we got to the 5 marker but Tony Young and Adrian Dommett must have much better electrics (or they must eat a lot more carrots) as they were the only two carrying enough speed to clean the section.

In conclusion, another a great Exmoor Clouds and, after the dry events of the last few years, one which was very challenging. Now with slicker organisation and slightly less rough sections than when I first started doing it (in the mid 1980s), it may be time for some of those who stayed away this year to consider putting the event in next year's diary. Better make sure your lights are working though because it still finishes in the dark!

EXMOOR CLOUDS RESULTS – BIKES

	Class	Mark	Time		Class	Mark	Time
Ray Gerring	A1	23	40.13	Stephen Hurst	A1	68	F
Buster Griffin	A1	26	F	Cathy Daw	A1	98	64.78
Dick Lidstone	A1	35	47.82	Michael Wadsworth	A1	114	F
Glen Jones	A1	41	F	Graham Harris	A1	NS	
Chris Lidstone	A1	42	42.07	Jason Jones	A1	NS	
Adrian Bellew	A1	42	F	Clif Jones	A2	24	42.97
Martin Fletcher	A1	43	52.25	Chris Groves	A2	30	37.54
Dave Mason	A1	49	46.24	Andrew Fowler	A2	43	40.95
Derek Legg	A1	52	43.17	Chris Priddy	A2	45	37.31
Peter Sherring	A1	56	54.4	Dave Parsons	A2	46	39.72
Graham Smith	A1	59	47.1	Ian Mackie	A2	47	F
Gerald Price	A1	65	58.15	Stephen Waterman	A2	51	51.34
Duncan Fish	A2	69	45.49	William Hannant	A2	NS	
Andy Miller	A2	72	44.09	Ashley Hanley	A2	NS	
Laurence Hole	A2	73	48.47	Mike Maddocks	B	56	F
Sandy Sanford	A2	76	42.87	Julia Browne	B	80	53.72
Pat Bullen	A2	80	45.59	Fernley Luxton	C	NS	
Clive Price	A2	89	59.12	Tom Beckerleg	C	NS	
Arthur Ell	A2	90	F	Geoff Tipper	D	44	47.32
Kevin Sumner	A2	NS		Michael Crocker	E	6	43.35
Steven Edwards	A2	NS		Ray Aldworth	E	35	50.3
Stephen Dayman	A2	NS		Stan Howitt	E	47	52.79
Richard Harvey	A2	NS		Courtenay Yandle	E	86	72.3

EXMOOR CLOUDS RESULTS – CARS

Class			Mark	Time	Class			Mark	Time
Dave Haizelden	1	38	69.28		Richmond Coffin	7	61	94.63	
Brian Woodward	1	106	74.09		Mark Collins	7	67	?	
Paul Allaway	1	R			Ian Hutchings	7	83	43.47	
Nick Farmer	1	R			Tony Morse	7	89	78.90	
Ben Byrom	1	NS			Bryan Newell	7	97	66.94	
Bill Bennett	2	61	70.03		Arthur Vowden	7	R		
Harvey Waters	3	33	F		Antony Young	8	14	56.34	
Tommy Kalber	3	38	69.44		Adrian Dommett	8	14	63.00	
John Bell	3	41	79.93		Peter Fear	8	19	31.53	
Philip Roberts	3	43	71.39		Dudley Sterry	8	30	60.75	
Tony Underhill	3	47	63.03		Ian Davies	8	31	55.29	
John Cox	3	52	101.78		Adrian Marfell	8	34	67.11	
Nicholas Tremayne	3	62	82.91		Peter Evans	8	46	70.13	
Giles Greenslade	4	35	86.13		Tim Whellock	8	50	79.94	
Brian Alexander	4	63	148.35		Chris Bale	8	52	62.37	
Tim Hellings	4	70	F		A Allard	8	52	F	
David Dyer	5	104	70.97		Bryn Corfield	8	70	F	
Nigel Allen	6	45	64.63		Bryan Foreshew	8	70	63.12	
Roger Bricknell	7	24	67.96		Sid Coles	8	96	69.63	
Philip M-Smith	7	36	66.00		James Wood	8	R	58.88	
Frank Burton	7	40	61.06		David Alderson	8	NS		
Ray Easterbrook	7	46	F		John Summerhayes	8	NDC		
Mick Workman	7	53	65.66		Paul Merson	8	NDC		
Mike Warnes	7	54	76.47		Charlie Shopland	8	R		
Keith Sanders	7	60	64.56		Steve Vincent	8	R		

STOP PRESS

Dennis Greenslade and Dutchman Eddy Klokgieters using a 1967 Mercedes Benz 200 won their class on the 1,600 mile Land's End to John O'Groats Reliability Trial (LE JOG).

Tarka Trial North Devon Motor Club 29th October 2000 by Bryan and Sarah Bradbeer

Two trials in eight days – this is beginning to be a habit – but after an absence of twenty years from the trials scene I was finding that I needed all the practice I could get. Things have changed quite a bit over those years. The MCC trials seem to endure for ever but there was no ACTC and I certainly don't remember so many "local" trials happening. The left hand drive Beetle has been replaced with a Skoda 136 Rapid – the engine is at the right end but the similarity seems to end there as far as my ability to get it up hills is concerned! The navigator is now my wife and my children now navigate for me when asked.

Some things haven't changed. Looking down results lists many names are memories of years ago, including Greenslades, who are the reason why I am writing this report. It was nice to get the 'phone call from Dennis after 20 years - but I should have guessed that a favour was being asked!

It is now three weeks since the trial, and not knowing that I was going to be asked to write a report I did not make any notes! By the end of the trial one hill merges into another – after three weeks I'm afraid the details will be singularly lacking. Despite the incredibly wet weather of the past few days the Sunday morning was bright and dry which always makes it easier to get up for an early start and a two hour drive from Liskeard up to Barnstaple. North Devon Farm Park seems a good choice for the start/finish – as much as anything it is always interesting being able to watch other competitors on special tests – especially the combinations which we car drivers don't often get to see.

Scrutineering is tighter than it used to be, probably just as well, and I must remember to somehow seal the battery box up before the Exeter in January. That apart we were allowed to start, and straight into the first special test. Having watched a lot of the bikes and some cars we thought we understood the test – but when you get out there with your foot flat on the floor, one bollard looked much like another – but hastily shouted instructions from the navigator – (on her first outing for twenty years!) meant we completed it without error in a respectable time.

The route instructions were somewhat brief (R 0.4m L 0.8m L etc) but after a few miles and in conjunction with the coloured cards we gained in confidence, especially after arriving at the second section to find we had made up several places already and lost our following cars, without seeing anybody else, let alone overtake anybody. Coddon, Kingscott and Sherwood were all completed without drama. After the previous trial the week before, both cleaning a section and not getting any punctures were novelties. Neither of us remembers the special test on Sherwood and can only assume some misunderstood instructions at the start of the section and treating the B line as an ordinary restart! We must have done it correctly since we have a time – but it was not exactly fast.

It was at this point that our confidence in the route card wavered a little. There was definitely a red card on the fence opposite, but the instructions stated L. Perhaps they included the little grass triangle we had come round! Carry on – up the road to the next

Fortune Engineering

Trials cars preparation & fabrication specialist
Complete car preparation & modifications
Windscreens made to your drawings
Tyre racks, sump guards etc
Air bottle repairs & refills
Trial tyre gauges 0-30 psi with quick deflate valve
Needle Roller Diff Pins B Series axles

If you need it making or mending give me a ring.
Steve Holder. It may not cost you a fortune.

4, Withybridge Gardens, Cheltenham, Glos GL51 9TL
Junction 10 - M5
Tel: 01242 680620 Mobile: 07973 1289189

Beetle Specialist Workshop

I.R.S. Conversions

"Next Generation" Parts

Spare Wheel Carriers

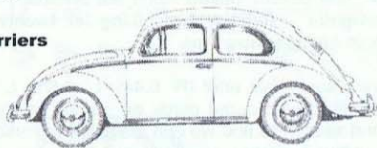
Carburettor Kits

T4 Engines

Oversize Barrels

Free Advice

Restorations



NB: Although the advice is free, if that advice includes buying a product, it would be polite to buy it from us
Stockists of Superblend Zero Lead 2000 - FBHVC Approved Lead Substitute - Will deliver to most trials

Ballards Place Eardiston Tenbury Wells Worcs WR15 8JR
Tel: 01584-881348 Fax: 01584-881684

E-Mail: BSW_HOLDINGS@COMPUSERVE.COM

junction and again colour and letter don't match. We carried on hesitantly for a mile or two and were sitting trying to work out where we were, when the Greenslade Beetle appeared. He confidently turned left with a wave and so we followed and soon pulled into a grassy field for what was obviously a special test and not Spittle. After some minutes confusion in the car it transpired that we had turned over two pages at once! It makes quite a bit of difference to the navigation. Sugworthy was a flat mass of mud with bollards scattered about. The saving grace was that even with no air in the tyres and foot flat on the floor again you could hardly move fast enough to miss a bollard!

Now we really were on the way to Spittle and the first major hold up. Someone was stuck in the river and even the Land Rover couldn't seem to get any grip to pull him out. The longer you have to wait the deeper the river seems to get, the higher the step out of it and the muddier the hill on the other side. However the cars in front, including another Skoda cleaned it, and eventually our chance came, and amazingly we did as well. This was beginning to look good - four sections down and no penalties - look out Giles! However Oakwell changed that. We didn't pick up the muddy step at the top in time and slithered to a halt just past the 2 marker - still only 1 penalty. It was a long reverse down and out the way we came in - disappointment tempered by the big smile on the drenched through, very young lady marshalling at the bottom, and keeping everything under control - our marshal of the day!

Lunch came and went, car and crew refuelled, but nothing else needed doing, the car was running fine. With that came the rain but we had had so much over the past few days and weeks that it seemed to have washed a lot of the mud from the sections. It was often more difficult to reach and leave the sections than climb them. Oakwell apart we seemed to have plenty of grip for once without having to run tyres so soft that they keep coming off the rims or puncturing. The warning about the DEEP STEP on the approach to Holdridge was taken seriously as we dropped over it to a loud crunch, and then slid the car across it. We might have been better to approach at speed and fly across it - but no damage appeared to have been done. Holdridge was cleaned as was Beccott and with the cancellation of Northleigh and Hurscott we managed to find our way back to the finish - glad that I had picked up the OS maps, just in case(!) as the route card fell apart with the cancelled sections.

The final special test back in the car park looked like good fun for the bikes and we watched carefully to ensure we understood the cloverleaf type course we needed to drive. We were the first car to attempt it and I was just waiting for the cones to be moved apart a bit to give us a bit more room than the bikes had had to get around. Unfortunately the marshal didn't see it that way and off we went. The end of a good day, only one penalty point, no punctures, car still running well so plenty of welly to get the back sliding out - really enjoying this test - scream up towards the finish line only to be aware of an aggravated navigator shouting something about one more loop still to do!!! We hadn't crossed the line so into reverse, complete the loop and try again to finish - to claim the slowest time of the day!

Unfortunately we couldn't stop to sample the culinary delights of the Farm Park, and with the weather worsening decided we should head for home. The roads on the way home were as bad as the trial in places, with water nearly as deep. At least the car was fairly clean, although the mud all over the engine was an indication of the depth

of some of what we had been through, and that didn't wash off on the way home.

Thanks to the North Devon Motor Club for a well organised trial and a great day out and apologies for the lack of detail about the individual sections.

Post Script: 1. The puncture happened the next morning when I leapt into the car, late as usual, to drop my daughter at the station to find a flat rear tyre!

Post Script 2. For anyone scrutinising my report and the results we seem to have picked up a 6 on the final hill Beccott - we can only assume it was because we were waiting on the restart line for the marshal to drop the flag when it dawned on us that she had **raised** it to signal us to go! Just as well we're not in championship contention!

Falcon Motor Club are running their third March Hare Classic Trial for cars on 11th March 2001. Starting and finishing at Graveley near Stevenage the route will take you close to the Woburn Estate before climbing onto the Chiltern hills. The event has developed nicely under the stewardship of John Parsons and Mike Pearson. Last year there were four sections on by-ways and county roads with another ten on private land.

Falcon are hoping to have more "real tracks" for 2001 and have already sorted out both route authorisation and a proper route card after last years dramas! Once again the event will be sponsored by "Murray's Discount VW/Audi Parts" It is gentle enough for classic first timers or for your special "pride and joy" that you daren't risk on the championship circuit. However, it will be competitive and the winner will be decided on the hills!

For further information contact :
Michael Leete, 4, Rectory Close, Clifton, Shefford,
Bedfordshire SG17 5EL

Phone/Fax 01462 816313
Email - mleete24@hotmail.com

ACTC at the NEC November 5th

by Simon Woodall

One of the questions that organisers are continually asking, is where are our future competitors coming from? Ours is not the most widely publicised sports and to try and redress that ACTC had a stand at the Classic Car Show at the NEC. This was something we first tried two years ago as a way of raising the sport's profile and as it seemed successful we thought we would try again. The organisation of the stand was down to ACTC's official PR man Andrew Brown. He had stated from the start that although he could do the pre event paperwork, with the Stroud 50th Anniversary running the following weekend, he would not be there in person. With a week to go, Andrew passed the reins to me. We had a stand in a good position, three cars; a special, a saloon and a pre-war; and a bike. Adrian Tucker-Peake obtained a huge pair of ramps to simulate a section - remember the ramps that you have in the garage that you drive the car onto to lift the front or back? Now imagine a pair of those designed for one of those American "monster" trucks - that's what we had. We had a stock of back issues of Restart; we had rules and regs for the championship and forms to fill in. We had videos of past events to show and a very nice composite put together by Peter Keightley of a variety of trials through the ages. It was all looking good. OK, job one, people to man the stand. What we needed were some experienced competitors who had an understanding of shows of this ilk from their commercial worlds and would therefore know what was required. Hmmm, well that's stuffed that plan then!

Plan B; is there ANYONE out there who is free this weekend? I know of four people straight away, the ones who have to turn up to bring their vehicles. We still need more. Start phoning around. Richard Peck; *"No sorry, I'm moving the chassis of my MGTA on Saturday with help from Derek Chatto"*. - *"That's funny"* I reply *"Derek has just said yes to Saturday, as he's moving your chassis on Sunday"*! Linden Alcock *"I would love to help, but I'm Father Sitting"*. *"Bring him along"* He did, and they both had great fun. Linden's father sat in front of the TV all day and provided the perfect focal lure to people passing - *"Hey, what's he looking at? It must be interesting"*. TV? That's not on Andrew's list - we still don't have anything to view the videos. Now finding a TV for a weekend is not easy. For some totally selfish reason most people's families seem to want to watch them at weekends. Try the hire shops.... HOW MUCH!!!!!! I could buy one for less than that. Not such a bad idea, try the second hand shops. No we don't hire, you'll have to buy it and by the way big ones of the sort you're after are sought after and therefore expensive. In the end one of my customers came up trumps with a sale or return deal. - *"Invision"* in Leominster for those of you who believe in supporting those who support us.

Check that the vehicles are OK. Slight panic from Ian Cummings - he's had to have some work done on the car, AND THEY'VE WASHED IT. The saloon is a problem - the agreement was that the owners of two possible cars would liaise amongst themselves to ensure that one of their two cars would be available. Now I find that both are in pieces. When I discovered this, I was determined to Name & Shame when I wrote this piece, but I have calmed down now. But you know who

you are, and I would like you to know that you have seriously p*ss*d me off with this one. To make matters worse, I then contact Murray Macdonald. He's happy to loan the car but its not taxed or MoT'd so we need a trailer. OK, I'm sure someone can trailer it up and back for us. Ten Billion calls later, no luck, so I have to call Murray and cancel only to discover that he had taken to previous day off work to prep the car for us. More black marks for someone.

The stand finally comprised Bill Bennett's MG J2, Ian Cummings' yellow Troll, my Buggy as late substitute for a saloon, and Richard Dawe's GasGas. A large photo montage showed cars and bikes from all classes with a brief explanation of the class structure and a display of literature to satisfy the need for every anorak to find a box labelled "please take one".

The show itself went very smoothly in comparison. The videos of cars in action, with splashing mud and wheels in the air were clearly enjoyed by everyone, the gangway in front of the stand was permanently blocked by watchers. Somehow our videos seemed more interesting than the Jaguar video opposite which was extolling the finer points of how to polish a headlamp rim. Several people were sufficiently interested to sign up, lots more wanted to know why it wasn't on telly. It was hard work for all those involved, at least it was drier than marshalling but sometimes frustrating answering the same stupid question again and again. It was something different to the average event, and we plan to do it again. I would like to publicly thank those who came along, at short notice, to stand up for their sport.

On Saturday: Richard Peck, Derek Chatto, Peter Keightley, Linden Alcock (and his father), Alun Lewis. On Sunday: Roger Pole, Terry Mattin, John & June Blakely, Jonathan & Pat Toulmin for both days, when they were supposed to be on the MAC stand, Adrian & Liz Tucker-Peake for sorting out the set up on Friday night (not to mention persuading GKN Technology to loan us their monster ramps and a vehicle and trailer with which to move them.) Richard Dawe, for being there all day on both days, Terry Ball for persuading his family that a good evening out could be had sitting in a traffic jam on the M42 delivering my Buggy on the Friday night. Bill Bennett for identifying things we did not have on the Friday night, returning to Bristol, creating them and coming back first thing on Saturday morning to deliver them. Finally - the Man of the Match Award goes to June Blakely who has clearly missed her vocation as a salesman, she signed up double the number of competitors to anyone else - it must be the woman's touch!

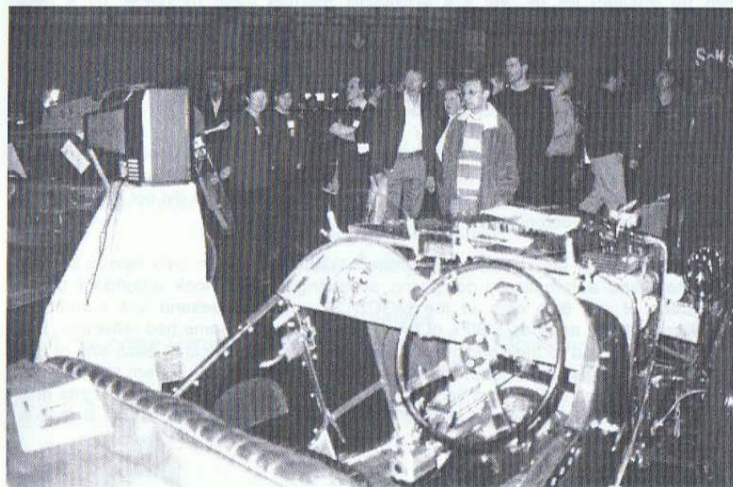
To me, moment of the show came right at the end, when we were dismantling the stand, and as Richard Dawe is manhandling his bike onto its rack it deposits vast quantities of mud all over the Jaguar Driver's Club's pristine thick pile carpet.

PS We're going to do it again next year, and Alun Lewis has volunteered to co-ordinate our efforts. So if you want a free ticket to the show in exchange for a couple of hours slave labour contact him at alun_lewis@hotmail.com or via any ACTC Officer. The first thing we need is a video player, this proved to be the most difficult item to borrow.. So if you are throwing out your old one because it won't do extended play or PDC or Video+ or record anymore, throw it in our direction. We only want something that will play a standard VHS tape with no frills.



Interest for our stand and our sport at the NEC

(Photos Adrian Tucker-Peake)



Some light reflections

by Brian Osborn

Three or four years ago when on either an Exeter or Lands End Trial, we were tootling along the A303 at about 55 mph on a cold and foggy night (or rather morning as it was about 3 to 3-30 am). I prefer not to go too slow at this time of day to keep somewhat alert, and then rest up later if early.

We came off the single onto a stretch of dual carriageway, the fog gave about 100-150 metres of visibility or so. We increased speed slightly to about 60, then after about a mile a dim shape was vaguely discernible in the mist ahead. As we closed in on the "shape", which was doing about 45 mph, two flickers of what seemed to be candlelight gradually appeared, until at about 30 metres we could see that it was a car with two minuscule rear lights at each end of the number plate.

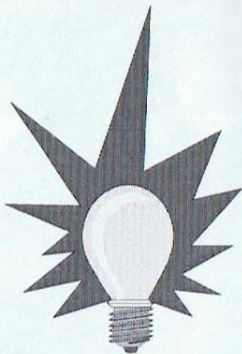
We pulled out into the outer lane and went past, as we did we could see that it was a fellow competitor in an open Austin 7. The car was dark in colour and as far as we could tell did not appear to have any reflectors, in other words it was difficult to see.

OK no problem for us, but just previously we had been overtaken by a non competitor who was travelling much faster than us, would he have been able to react in time had he come upon this A7 in the single lane bit? Makes you wonder!

Since then I have made sure that my car can be easily seen, and it has also drawn my attention to rear lights and reflectors on older cars.

Since the early '60s I think, it has been a requirement that all vehicles carry two rear reflectors, and a bit later two rear lights of approved size and wattage situated within a specified zone. In fact during the late 60's and 70's you did not get an MOT unless the vehicle complied.

The current lot of MOT testers are probably used to modern cars having built in reflectors and automatically complying as during a quick look around of some hundreds of pre 60's cars at the MGCC Silverstone weekend last summer I guesstimated that around 75-80% of them did not comply. Some had reflectors, but had been restored to their original condition with two "D" lamps at each end of the low mounted registration plate. These are too low, and too far in from the edge of the vehicle. Some had correct lights, but no reflectors. Some had wrong lights and no reflectors. How did they get an MOT?



MOT or not I would have thought the owners would be more concerned for their own safety. Some that I spoke to said that they aren't out in the dark very often, as if that justified the situation.

It does reduce the risk, but those on an overnight or winter's day trial can hardly say the same.

You may wonder why I should be so concerned, well apart from the safety aspect I think that sooner or later old cars may get more attention than they do at present, either here or by the Eurocrats. We should avoid anything that attracts any adverse attention and a blatant disregard of the lighting regulations could be just the thing for some "anti" to get hold of.

If the MOT guys are not going to pick this up, then maybe we should. I say we, I mean the clubs, we can't force all old car owners, but in any competitive event the scrutineers can draw attention to any deviation from the law, and if not corrected, should be not allowed to compete in the future, as we already do with other infringements.

Tim Whellock **Vintage & Sports Car Services** **Competition Preparation**

Engines for trials, racing, hill-climbs, safety cut-out switches,
fire extinguisher installation

ACTC CRACKINGTON CUP WINNER
MCC TRIPLE AWARD

WHY NOT LET US APPLY OUR CHAMPIONSHIP WINNING PREPARATION SKILLS
TO YOUR CAR. ALL CLASSES CATERED FOR.

Reliability brings Success

Tim Whellock
Littlecombe Garage, Chaffcombe Road, Chard, Somerset TA20 1RR
Tel/Fax 01460 66434

Dear Pat,

"If it ain't broke don't mend it"

I am a great believer in this old adage and whilst I have an element of empathy with the views expressed by Simon Woodall in the last edition of Restart, great care should be exercised by both the ACTC and the MCC before "meddling" with the existing class structure, which currently serves the classic trials fraternity well. As I have stated on many occasions a high proportion of the problems faced by trials organisers relate to the ultra competitive vehicles (some of them can hardly be called cars) entered in class 7 and more particularly class 8. A well balanced trial (like Bristol Motor Club's Allen) should cater for all classes, but in my opinion should cater more for classes 1 to 6, with the remaining two classes facing restrictions or additional tests to limit their ability for an easy win.

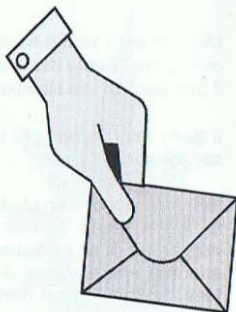
The analogy Simon makes with Historic Rallying gives a false impression. Yes, the Porsche 911 is now often winning but only in "historic" special stage rallying - usually regarded as more post-historic. I have competed in no less than thirteen historic rallies at International level over the past three and a half years and detail below the events and the winning car.

Tulip	Volvo Amazon (Twice)
	Alfa Romeo
Monte Carlo	VW 1500 Notchback
	Alfa Romeo Sprint
	Volvo PV544
Marrakesh Marathon	Porsche 356
San Remo Marathon	MG Midget
Liege-Rome-Liege	BMW 328
LE-JOG	MGA Coupe
London Lisbon	Mercedes Benz 280
	Austin Healey 100/6
London Sydney	Ford Capri Perana Marathon

Considerable variety evidencing that a well prepared car and crew have the opportunity to win. The same conclusion can be drawn in the classic trials world where by observation over many, many years I have noted that some drivers will continue to win despite their changes from class to class.

It occurs to me that it is usually the unsuccessful competitor who continues to shout loudest whilst at the same time endeavouring to force modification of proven regulations which would allow him to obtain a good result despite, perhaps, lack of driving ability.

Dennis Greenslade



Dear Restart,

Many thanks for my first copy of Restart (*thanks for your subscription - ed.*). I can now keep up with what is happening in the classic trialling world.

Many of you may well be aware of Fell Side Auto Club's first classic trial which took place on the 1st April 2000 and some will have participated and enjoyed it, going by comments heard during and after the competition. The following article was written for the monthly Fell Side Auto Club magazine. It was written from my perspective of a (minor) organiser and section marshal and also one who was experiencing classic trialling for the first time. The names mentioned may not be familiar to all but the experience may well ring a bell with many. For every competitor there must be at least one organiser and marshal involved both for many months before hand and also on the day.

I am sure that all the Fell Side organisers and marshals are looking forward to a ftdl complement of competitors on the 2001 Northern Classic Trial (now a championship round) and a cracking day's competition. In the mean time I shall personally continue with the construction of my Locost (purely for road use) but what to do with my Triumph Vitesse based JC Midge, shortly to receive a new 1500 engine? Raise the front and back end a tad, take out the carpets! (soft sod), fit sump guard, relocate number plates, fire extinguisher, gas cylinder etc etc., and it would make a cracking trials car. Now there's certainly food for thought.

Regards

Myke Pocock

The Northern Trial as seen by one of the organisers....

How was it for YOU then?

Well, seeing as how you have asked, pretty dam good actually. In fact, the best I've ever had. Now before you begin to get all the wrong ideas and I score a perfect ten for smut from some of the more delicate members of Fell Side AC, the subject in question has to be that which had occupied more than a few Fellsiders thoughts for many a week and that was, of course, the Northern Classic Trial.

I had attended a few of the Wednesday evening planning sessions and volunteered my wood and metal skills to make god knows how many marker posts, fortunately for Andy Sag to paint. Not my scene you see as I am colour blind and would not appreciate all those subtle colours. A cunning plan to get out of that job in the future as well! (That should see a drastic increase in members declaring their colour blindness in a pathetic attempt to get out of the job in future years)

The planning all over, months and months (if not years) of organisation had just about come to an end, let's get on with the show. Not on your nelly. (By the way, no

one has ever explained to me just WHAT is a nelly?) Before the actual day dawned there was just the question of marking out all the sections, so at a sensible and laid back time of the day on the 31st March Chris' Land Rover with Louise riding shot gun trundled up to my humble abode for a leisurely tool round the course for an hour or two, popping a few numbered stakes into the turf and then to retire to the local hostelry for a swift jar or six. I WISH! Actually it was 7am in the morning and I finally got home at about 7:30pm having met up with Martin and Irene at the Golden Fleece to change into their more modern Landy, a Discovery no less.

First visit was to Hazelrigg where the required bundle of numbered posts were decanted from the trailer and positioned with a lot of thought and discussion along the section with much discussion and negotiation designed to make it as demanding as possible. After all, many of the competitors had come from many hundreds of miles and were well versed in the intricacies of classic trials. We had to give them some stern competition for their money but at the same time bear in mind that there were quite a varied cross section of vehicles, including motor bikes, to cater for. It was then on to the next test, a special, followed by the diff test then Gamblesby and so to the two tests on Hartside the second of which I was to be Section Commander. The first of the two, Scarface, well you can't really expect cars to go up that without failing over? You DO, do you? I mean, for a mere amateur like what I is, it was decidedly vertical and extremely wet and slippery being right along side some sort of stream coming off the fell side. However those with more knowledge than me had no concerns at all, just spending a few minutes negotiating just exactly how the bottom of the course approaching the hilly bit was to be set out to let the loonies, sorry competitors have a good run at the upright bit. Secretly, I think that those organisers with all the knowledge like to sit in bed at night dreaming of just what difficulties they have put the competitors through. After deciding that the colours of the numbered posts would be lost against the grass, we decided that coloured tape would be applied to every post on the following day, it was then on to my hill, 'The Gamble', with further discussions and opinions before the hill was marked out.

Next stop was Edenhall Quarry to a series of, well after Scarface I suppose hills, or to be very technical, sections has to be the term used but these bits of land are normally navigated by four wheel drive creations from the likes of Mr Land Rover and others and also specialist sporting trials cars. Anyway, anything that they can do can also be attempted by a classic trial vehicle, so said the experts. However from the evidence of the number of pieces of broken plastic lying around with the Vauxhall logo on them it would appear that the Frontera, Vauxhalls 4x4 doesn't fare too well at Edenhall. By this stage of the proceedings I was resigned to the fact that anyone attempting a classic trial may either be some kind of nutter or a particularly adept form of competition driver. Perhaps a combination of the two maybe?

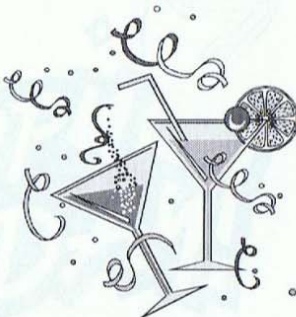
Lunch was taken at break neck speed and it was then off to a series of two sections in Greystoke. Once more the intrepid trialists were to be pitted against sections usually reserved for 4x4ers and by this stage of the day I was not surprised at anything that the team were going to chuck at the entrants. Once

Greystoke was set out to the satisfaction of an increasing number of Felisiders it was off to two sections in Whinlatter Forest that, at last, I was familiar with having spectated on both for the last two years as they are also used by the Lakeland Trial competitors every November. The first of these two, Daffodil Hill, (named after Martin and Irene's company as they were sponsors of the event) was altered somewhat from that used in November in that an evil plot was hatched there and then to divert the competitors from the well worn grooves created by previous attempts and send the cars onto the grass at the side in places and just to liven up the proceedings a little bit more, throw in a stop-start for good measure. Rotten sods!

By this stage of the day I was well and truly 'cream crackered' and so was Irene, from the fact that her eye lids had a habit of closing at regular intervals. God knows how Martin managed to keep on the straight and narrow. At last we were nearing the end of our tour, Threlkeld having been set out by a separate team and Fletchertown, the last series of tortures, had been organised before. However there was just the question of Sandale. Well, on seeing the start let alone the rest of it my only thought was, what kind of masochist dreamt this one up. My God, I could hardly walk through the deep mud let alone drive a vehicle through it. Anyway not to air my wimp factor to the assembled crowd (which had been swelled by the addition of Mike Richardson and his dearly beloved) I went along with the proceedings. Once this was completed it was back to the Veevers ranch for a quick shufti at the multitude of awards that had been collected earlier in the day then home, well and truly knackered, but full of praise for the variety of sections discovered by the TEAM.

CONGRATULATIONS

To the MGCC who
are the Classic &
Sports Car Club of
the Year



Neil Westcott Trial photos by Julia Browne. Ray Gerring (KMX 200) on Stone Lane and Ray Aldworth & Ian Bell getting it wrong on Broford 1

We wish a very happy **100th** Birthday to two of our member clubs! The two oldest motor clubs in the world are part of the ACTC. The Midland Automobile Club was formed on 11th January 1901 and the MCC in October of that year.



Words of the Allen

by Suzanne Daly, Skoda 1300, Class 4

To say I was shocked to be asked to write about my experience of the Allen Trial, is somewhat of an understatement. This was only my third time driving and I had no idea of what the trial would hold.

I am yet to find a regular navigator and for the day's adventure had press-ganged Martin Hounsell (of supercharged 2CV fame) for the journey. On waking at 4.50 am, I realised that I must really want to do this, and to arrive at Martin's to find him fast asleep was not how I had envisaged the day beginning. However, following many alcohol-based excuses and a good portion of sarcasm topped with tea and a bacon roll at the start, we thought we were ready for most things.

It is a huge relief to clear the first section of any trial; Tog Hill was a good start and by the time we reached Guys Hill I was really enjoying myself.

Despite the amount of rain we had had before the trial and the abundance of water on the roads, the sections were generally quite dry and, with a lot of mud washed away, grip was not a problem. The special test at Strobe however nearly got the better of us as with little visibility out of the windows, I tidily found the left-hand hedge and followed it back around the corner. We stopped in the correct place but speed was slow and thank goodness, they do not mark you on technique! To get to the lunch-stop and still be clear was cause for celebration (another cup of tea) and we left the carpark with the worst was still to come.

As I had expected, lack of ground clearance was to be an issue for us and after giving it our all, the top of Burlidge proved to be just beyond our reach. Nanny Hurns seemed to all happen very quickly and having wiped out a marker or two on the left hand bend, we then grounded out on a 'lovely spot' just in front of the last marker. The restart at Stoney Hill was to get the better of us and all the way home I kicked myself for getting it so wrong – another lesson learnt the hard way! Our final section was John Walker but ground clearance was to get the better of us again. Although we made it over halfway, we didn't reach the top – such a shame it wasn't sub-divided.

To drive home with no damage has its own rewards and I felt very proud of the mud we sported back down the M5 to home. Martin had proved an excellent navigator and his advice and stories made for good humour all day – and I couldn't have been too bad as he has said he will come out with me again!



Allen photos by Murray MacDonald. Dave Parsons, D.P. Special successfully leaving the Guys Hill restart and Jim Scott, Sunbeam Stiletto in the deep ruts at the top of John Walker.



A Different View

by Hazel MacDonald

As a driver and navigator my classic trials experiences have been in a class 4 Beetle, a class I enjoy being part of, albeit an inherited one. However, coming to trialling later than most, I realize that my opportunities to participate in other classes are probably quite limited. Therefore after seeing many competitors in open topped cars I decided I would rather like to be a passenger in one and made this known to a fellow competitor. Nothing more was said until the afternoon of a very, very wet Falcon PCT where I was asked by David Thompson if I'd still consider navigating for him in his VW Buggy on the Allen Trial, and I said yes despite the conditions of that particular day. I thought it would be very fitting that my first experience in an open topped car should be in a VW powered vehicle driven by a fellow Falcon member.

As the 26th approached I became less able to envisage how the event might pan out and decided therefore to concentrate on equipping myself with suitable clothing of the kind I'd seen worn, and I must confess I felt a little like a mummy on the day. However I felt that if the practicalities were dealt with full concentration could be given to the matter in hand.

The weather, meaning rain in particular was absent for most of the day (although the wind was very gusty at times) which meant a kinder introduction to the elements and once we had started I instantly began to enjoy the trial.

In class 8, of course, we had more restarts than I usually experience, but I was just keen to go up the hills in a vehicle with a more powerful engine. Powerful even when going backwards which it did in spectacular fashion on the Nanny Hums Special Test riding along the hedge before stopping astride line C. Fairground rides who needs them?

I've called this piece "A Different View" because of the views I had whilst ascending hills. In the back of our Beetle it is difficult for me to appreciate fully the condition of the hills because you are more distanced as a passenger. However in the Buggy I could really note the conditions of said hills. I noted the deep rutted bend half way up Bitton Lane, the mud flying as we reversed on the Strode Special Test, the much rockier Burludge, the missing pond on Mill Lane and all the amazing features on John Walker to name but a few.

So yes, I truly enjoyed my day and time and opportunity permitting I'd passenger again, however as a driver, class 4 must surely be my home, or is it?

Finally I'd like to thank David for letting me be his passenger and thereby increasing my trial's experience, and the organisers for an event that was well run throughout.

The Camel Classic Trial

by Bill Bennett

The weekend of the Camel Classic trial was particularly busy for us, starting on Friday evening when we attended the 50th Annual Dinner Dance of the Stroud & District Motor Club, what a pleasant evening that was. Liz and I had the pleasure of sitting next to Mary and Ken Hobbs both of whom are founder members of the club. It gave us a good opportunity to learn a lot about the history of the club and the fun they had in the early days.

We were going to drive down to Bodmin on the Saturday but decided on an early start on Sunday morning instead as I hadn't finished preparing the J2. It takes about 8 hours to do all I like to the car between trials and that can be quite difficult when trials are on consecutive weeks, let alone three or four weeks on the trot. I also wanted to watch the England v South Africa rugby match. What a good result with England winning quite comfortably and without playing their best. Once they can stop the unforced errors they should be awesome. The other Six Nations teams should take note!

So on Sunday we were up at 03.45 hrs and on the road by 04.20 hrs. This is certainly a good time to travel providing you don't mind the early rise. We made very good time and pulled into the Safeway car park at Bodmin almost before they were ready for scrutineering. Having successfully passed scrutineering in spite of the forecourt attendant coming out and reading the riot act, "you can't do that there, haven't you done this before, you will inconvenience all our customers!" Apparently they had set up on the wrong side of the forecourt. This was quickly rectified. With this hurdle over it was into the café, sign on and settle down to a full breakfast. This was our first Camel trial so I tried to find out as much as I could about the sections. Everybody had the same opinion, "They are steep and power sapping". Not quite what I wanted to hear bearing in mind we only have 849cc under the bonnet. Once again we were the only class 2 entry which is a bit of a shame because we don't enjoy the class competition that everybody else does. But on the other hand, with the Crackington League being as tight as it is, we only had to finish the trial to get our 10.1 points.

The class running order for the trial was 3, 1 & 2, 4, 5, 6, 7, 8. I must admit I normally prefer class 2 to run after classes 7 & 8 so that they can cut through the soft stuff for us. When we got to the first section, CHURCHPARK WOODS 1, the Escorts had already had their go and the front wheel drive brigade were just about to do battle. This was to be the end of the day for Terry Coventry after less than 100 yards, there was a horrible mechanical noise followed by engine revs that even Terry didn't know he had. His gearbox had failed in a big way. It was an early bath for Terry and Nigel and a taxi ride back to their hotel to collect their trailer. We managed to avoid the big rocks and got up to just below the 8 marker.

On to section 2 CHURCHPARK WOODS 2. Here we dropped 6 marks but in the dark of the woods almost missed the left turn! A short road distance took us to section 3 DENNICKSBALL. Even having the advantage of seeing some of the

A Different View

by Hazel MacDonald

As a driver and navigator my classic trials experiences have been in a class 4 Beetle, a class I enjoy being part of, albeit an inherited one. However, coming to trialling later than most, I realize that my opportunities to participate in other classes are probably quite limited. Therefore after seeing many competitors in open topped cars I decided I would rather like to be a passenger in one and made this known to a fellow competitor. Nothing more was said until the afternoon of a very, very wet Falcon PCT where I was asked by David Thompson if I'd still consider navigating for him in his VW Buggy on the Allen Trial, and I said yes despite the conditions of that particular day. I thought it would be very fitting that my first experience in an open topped car should be in a VW powered vehicle driven by a fellow Falcon member.

As the 26th approached I became less able to envisage how the event might pan out and decided therefore to concentrate on equipping myself with suitable clothing of the kind I'd seen worn, and I must confess I felt a little like a mummy on the day. However I felt that if the practicalities were dealt with full concentration could be given to the matter in hand.

The weather, meaning rain in particular was absent for most of the day (although the wind was very gusty at times) which meant a kinder introduction to the elements and once we had started I instantly began to enjoy the trial.

In class 8, of course, we had more restarts than I usually experience, but I was just keen to go up the hills in a vehicle with a more powerful engine. Powerful even when going backwards which it did in spectacular fashion on the Nanny Huns Special Test riding along the hedge before stopping astride line C. Fairground rides who needs them?

I've called this piece "A Different View" because of the views I had whilst ascending hills. In the back of our Beetle it is difficult for me to appreciate fully the condition of the hills because you are more distanced as a passenger. However in the Buggy I could really note the conditions of said hills. I noted the deep rutted bend half way up Bitton Lane, the mud flying as we reversed on the Strode Special Test, the much rockier Burledge, the missing pond on Mill Lane and all the amazing features on John Walker to name but a few.

So yes, I truly enjoyed my day and time and opportunity permitting I'd passenger again, however as a driver, class 4 must surely be my home, or is it?

Finally I'd like to thank David for letting me be his passenger and thereby increasing my trial's experience, and the organisers for an event that was well run throughout.

The Camel Classic Trial

by Bill Bennett

The weekend of the Camel Classic trial was particularly busy for us, starting on Friday evening when we attended the 50th Annual Dinner Dance of the Stroud & District Motor Club, what a pleasant evening that was. Liz and I had the pleasure of sitting next to Mary and Ken Hobbs both of whom are founder members of the club. It gave us a good opportunity to learn a lot about the history of the club and the fun they had in the early days.

We were going to drive down to Bodmin on the Saturday but decided on an early start on Sunday morning instead as I hadn't finished preparing the J2. It takes about 8 hours to do all I like to the car between trials and that can be quite difficult when trials are on consecutive weeks, let alone three or four weeks on the trot. I also wanted to watch the England v South Africa rugby match. What a good result with England winning quite comfortably and without playing their best. Once they can stop the unforced errors they should be awesome. The other Six Nations teams should take note!

So on Sunday we were up at 03.45 hrs and on the road by 04.20 hrs. This is certainly a good time to travel providing you don't mind the early rise. We made very good time and pulled into the Safeway car park at Bodmin almost before they were ready for scrutineering. Having successfully passed scrutineering in spite of the forecourt attendant coming out and reading the riot act, "you can't do that there, haven't you done this before, you will inconvenience all our customers!" Apparently they had set up on the wrong side of the forecourt. This was quickly rectified. With this hurdle over it was into the café, sign on and settle down to a full breakfast. This was our first Camel trial so I tried to find out as much as I could about the sections. Everybody had the same opinion, "They are steep and power sapping". Not quite what I wanted to hear bearing in mind we only have 849cc under the bonnet. Once again we were the only class 2 entry which is a bit of a shame because we don't enjoy the class competition that everybody else does. But on the other hand, with the Crackington League being as tight as it is, we only had to finish the trial to get our 10.1 points.

The class running order for the trial was 3, 1 & 2, 4, 5, 6, 7, 8. I must admit I normally prefer class 2 to run after classes 7 & 8 so that they can cut through the soft stuff for us. When we got to the first section, CHURCHPARK WOODS 1, the Escorts had already had their go and the front wheel drive brigade were just about to do battle. This was to be the end of the day for Terry Coventry after less than 100 yards, there was a horrible mechanical noise followed by engine revs that even Terry didn't know he had. His gearbox had failed in a big way. It was an early bath for Terry and Nigel and a taxi ride back to their hotel to collect their trailer. We managed to avoid the big rocks and got up to just below the 8 marker.

On to section 2 CHURCHPARK WOODS 2. Here we dropped 6 marks but in the dark of the woods almost missed the left turn! A short road distance took us to section 3 DENNICKSBALL. Even having the advantage of seeing some of the

section because we were asked to go up and help Michael Collins who was in danger of rolling down the large drop on the left of the section in his VW Polo, we still only managed an 11. If there is one thing my car does not like it's soft mud. I'm told I should let my tyres down more, but if I do I usually finish up spinning the rims in the tyres and ripping the valves out of the inner tubes. The almost total lack of suspension doesn't help.

On to section 4, CLINNICK. Here we came upon two very disenchanted people in Adrian Dommett and Judy Phillips. Apparently their entry form had gone astray in the post meaning they did not get an entry. Not what you want when you are seriously contending the Wheelspin League. Once again the section was steep and greasy, we managed a 10. Section 5 KIINGSWOOD and the first restart for classes 6, 7 & 8. This gave me some hope, if the hill justified restarts, perhaps it meant it was easier. We managed an 11!!! I could tell this was going to be one of those days when a calculator was going to be needed to check my score, and section 6, LANESKIN where the 12 marker was still out of sight when we had come to a stop, confirmed this. Liz and I had a discussion as to which wheel was spinning all the time and whether with a bit more bouncing, or was it better driving that was required. Next came the first special test and guess what, we completed it without penalty. Not a fantastic time but at least we did not fail it. After this came section 7, BISHOPSWOOD 1 and we managed our best result so far. There were a couple of places where we almost stopped but in the end got past the six mark. Perhaps our little team talk was going to pay off, or perhaps not. We managed a 9, 11, 12 & 8 on the next sections. The sections were quite steep but certainly not power sapping, we just could not find enough grip to sap the little power we have got.

Then we came to the last section OLD TANHOUSE. The instruction said "this lane is rough" and they were not joking. John Cox got into all sorts of trouble here, first loosing a tyre on the way in and getting stuck, then needing 5 or 6 strong healthy men to put his car back on the section after being a little too enthusiastic in his attack on the first big step. When it came to my turn, I must admit I reminded myself the importance of not breaking the car and finishing to get my 10.1 points. This was probably the reason for me picking up a 3 instead of getting out of the section.

I would summarise the trial as follows. Going from winning our class on the Allen trial the week before to not successfully climbing one hill this week was quite a shock. Many people have described various trials as "not suitable for class 2", this is the first trial I would put in this category, but to be fair the reason we had such a bad day was because we just could not find grip and the weather must have had quite an effect on that. Perhaps we shall have to come back again to find those "power sapping hills" we were told about. On a positive note, the rain held off right up until we were waiting to attempt the last hill, but then it chucked it down from then until we were loaded and well on our way home. By the way, one little statistic I worked out whilst driving up the motorway, the total age of our car, it's driver and bouncer is 183! Old enough to know better I would say wouldn't you!

The Camel Classic Trial 2000

by John Ludford

Sue and I entered the Camel Classic trial several times in the late 1980s and always enjoyed the event thoroughly. Since then business commitments kept us away. This year we were able to revisit the event, and we very quickly remembered what made it so great.

Cornwall abounds in trialling sections and Camel Vale Motor Club, know how to use them. We were given fourteen sections, all of Simms or Hoskins standard, plus two special tests as tie deciders, all within the space of fifty road miles. No marginally competitive hills were used to 'make up' the number; few restarts were needed (two for Classes 6, 7 and 8, plus another four for Class 8 only); and even fewer tyre pressure restrictions were required (18 psi for Class 8 only on just two hills). All of this was combined with a start at Safeways car park, Bodmin, offering petrol, ample heated signing on space, food and beverages, toilet facilities; and massive parking facilities; together with a finish at the Crown Inn, Lanlivery, which again offered ample car parking, and excellent food and beverages, which we had sampled thoroughly in a practice run the night before, fortunately. since we were not to make it quite this far on the day.

The weather had been very wet, of course, for two months before the trial and conditions everywhere were slimy. The day before the trial had been comparatively fine for a change, and the day itself started sunny and mild, but with a very heavy dew.

From the start the route went about five miles South to Churchtown Woods for the first two sections. The first was a series of steep drags broken by sharp corners, and the second a single corner leading to very steep climb. We then travelled about six miles East to Dennicksball where the lowest score was 7; and three miles West to Clinnick, which was in fine condition, and stopping nearly everyone on, or just after the sharp right-hander.

Another four miles to the West took us to the Cardinham Woods area, and to section 5, Kingswood, which unfortunately had to be cancelled because the wet weather had caused deterioration of the track, which became effectively impassable, I understand. Shortly afterwards came Laneskin, and the first restart for classes 6, 7 & 8. Most cars scored 3 to 5 regardless of class, as the track swung sharply left up a steep bank.

7 miles to the West. through Bodmin once more. lay Bishopswood special test and Bishopswood Sections 1 and 2. The special test was a straight drive from line A to stop astride line E, followed by a straight drive to stop astride line B. Emma Flay/Kelly Thomas and Paul Bartlemen/Terry Flay were the only crews to score sub 9 second times. Bishopswood 1 had a fairly level start, with a sharp right hand turn up a bank. Class 8 had to contend with a minimum tyre pressure of 10 psi and a restart. No one cleared the section, and several of us flew off at the corner, into the undergrowth, having to be lifted back by the ever keen and cheerful marshals,

I must get it right, next year. Bishopswood 2 was kinder, but I cannot recall it, probably because I scored badly.

A short drive took us to section 9, Hustyn, where class 8 suffered a higher start line, and a minimum tyre pressure of 18 psi again. Interestingly, this put their performance on a par with class 1. This section was in fine form, despite the weather, and is always great fun. To the North West, in two miles, lay Section 10, Polmorle, in the grounds of a market garden and vineyard, not that any evidence of either was apparent. The start was firm but greasy, and half way up a sharp right hand turn, followed by a sharp left hand turn led to an ominous section of untouched grass. Class 8 had to restart. The lowest score of the day here was 5.

Five miles back to the East lay section 11 Helligan, where only Dudley Sterry/Barry Clarke, and Adrian Marfell/June Paterson went clear and one mile further East lay the Shell Wood Sections. Section 11, Shell Wood 1 had a restart for class 8 only, and proved a tough challenge with no one scoring less than 5. Shell Wood 2 was a little kinder, being a more gentle climb to a left hand bend where the gradient steepened. Again there were no clears, but several scores of 1. This was followed by special test 2. Shell Wood Special Test which replaced Helligan Special Test at a late stage. This test was a forward, reverse, forward exercise, stopping astride three lines. Only Dudley Sterry/Barry Clarke and Bill and Carole Foresheaw bettered 16 seconds.

About seven miles South lay Lostwithiel and nearby the final section, Section 14, Old Tanhouse, which, as cancelled towards the end of the day, as late rain and a faulty public road drain damaged the surface. The route to Lostwithiel involved an obscure right turn from the A38 into a minor road, and this took us several attempts to find, being in an open car, since it was now raining heavily.

In missing the turn the course closing car must have passed us. When we arrived at Old Lanhouse we followed the blue marker into the section, looking for the start. Finding the start unmanned we guessed what had happened and began to reverse down, but horror of horrors, a weld in the steering column cracked, leaving us without any steering at all. We managed to reverse some way, rubbing the side of the car against the soft bank, but eventually the ruts took us across the track and we were stuck fast. As I climbed from the car I looked at the towering banks above, and in the light of the torch, at the brown muddy water swirling around my ankles, two inches above my feet, and tried to recall that phrase about creeks and paddles. Perhaps someone could refresh my memory? For an impish moment I thought of returning to the car next day, with two skeletons, and leaving them in the seats to be discovered next spring. However, good sense prevailed and I reached for my trusty mobile and telephoned the finish venue.

Sometimes I think that trialling is the Cornish National Sport, in the way that rallying is the Welsh National Sport. For with that phone call it seemed that Cornish Trialling plc swung into action. Clerk of the Course, Pete Allen, accompanied by Dave Keats with his Land Rover, and several other helpers were with us by the time we had walked back to the start of the track. Dave Keats backed the Land Rover up to our car and pulled us down the section, with the rear wheels locked to stop the car from

tracking into the bank. This was no mean feat, particularly in the dark and the rain. The RAC were summoned, and we were told that there would be a ninety minute delay, because the day had been busy in that area. Ninety minutes later, exactly, a car transporter arrived, crewed single handedly by a charming young lady named Kathy, who winched the car onto the lorry, took us the few miles back to Lanlivery where we were staying for the weekend, reversed the lorry down a long twisting drive in the dark and dropped the car into a designated parking space. The finish venue was closed by now, and our landlords kindly made us sandwiches. The next morning those same landlords telephoned a local mobile welder, who arrived within a few minutes and ground out the offending weld, re-welded it and did the same to a second suspicious looking weld in the column, all for a most modest fee. We were then directed to a local motor factor who made us a replacement rear number plate, on the spot, as the original had been lost in the excitement, for a fraction of the price I pay at home. We were now fully operational again, and pausing only to repair once more to the Crown Inn at Lanlivery, for a substantial lunch, to fortify us against the elements, we made for home, where we arrived only a few hours later than originally intended.

We had been fortunate indeed. In both that the steering column broke where our speed was low, and the banks of the section contained us, and in that we received such tremendous and knowledgeable help from both the organisers, and the local people. This was certainly a fantastic weekend to savour and to remember.



John Cox on the Exmoor Clouds – living up to his Tractor Tug trophy!

(Photo : Giles Greenslade)

ACTC LONG DISTANCE TRIALS FOR MOTORCYCLES



Championships and scoring: There will be two Championships – The Pouncy 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. At the end of the year a rider's best nine scores will decide his/her Championship position. Ties will be resolved by the engine size of the bike used most frequently by a rider, the smaller engine prevailing, and then by the number of class wins recorded if a second resolution is required. Points for MCC events will only be awarded to riders who have participated in at least one other event.

Please note you do not need to register with ACTC for the motorcycle championships. However, if you would like to continue receiving Restart magazine please apply using the enclosed form.

Richard Dawe

01628 668947

richard.dawe@cwplc.com

ACTC Motorcycle Trials Calendar for 2001				
Date	Club	Event	ACTC	ACTC
			Pouncy League (Solos)	Red Rose Bowl (Sidecars & 3-wheelers)
5.1	MCC	Exeter	Round 1	Round 1
28.1	North Devon	Exmoor	Round 2	Round 2
25.2	Holsworthy	Chairmans Trophy	Round 3	Round 3
25.3	Ross & District	Kyrle Trial	Round 4	Round 4
31.3	Fell Side Auto Club	Northern Trial	Round 5	Round 5
8.4	Crash Box Club	Exe Valley	Round 6	Round 6
13.4	MCC	Lands End	Round 7	Round 7
22.4	Cheltenham	Sphinx	Round 8	
6.5	Witley & District MCC	Witley	Round 9	
13.5	Taunton MCC	Jubilee Trial	Round 10	
15.7	MCC	Testing Trial		
22.7	Sidcup & District MCC	Timber Woods Trial	Round 11	
16.9	Holsworthy	Taw & Torridge	Round 12	Round 8
6.10	MCC	Edinburgh	Round 13	Round 9
21.10	Minehead	Exmoor Clouds	Round 14	Round 10
28.10	L&NMC	Tamar	Round 15	Round 11
4.11	North Devon	Tarka Trial	Round 16	Round 12
25.11	Woolbridge	Hardy	Round 17	Round 13
25.11	Exmoor MC	Neil Westcott	Round 18	Round 14

CHAMPIONSHIP CHAT

Well what an end to the season! This has to be one of the closest years ever for the Crackington, Wheelspin and Navigators Leagues.

After the Hardy it looked to be a two way battle in the Crackington, between David Haizelden and Nigel Allen. Assuming both continued in Class winning form, it looked as if it could come down to 0.1 of a mark to divide them. Fortunately for David, a Polo appeared from nowhere in class 1, and looked as if it would give him the extra marks required to win. To make things harder for Nigel, the Allen however saw him drop to a second in class, and therefore it seemed that David was unbeatable, requiring only a Second place on the Camel to win.

But what a difference a day makes.... The Camel saw Nigel win his class and David drop to third in his. This meant that Nigel took top honours in the Crackington League with Bill Bennett a close second. David in fact dropped to fourth but the top four places were divided by only 0.9 of a mark. Roger Bricknell's result gave him a confirmed fifth. The Camel results also affected the Navigators League. Liz Bennett won by 0.3 from last year's winner Aaron Haizelden. Judy Phillips took third place.

The Wheelspin was just as close at the top. After the Exmoor Clouds it appeared that the top two places of each trial would go to either Tony Young or Adrian Dommert, but this wasn't to be, and neither even scored on the Allen or the Camel. The surprise of the last three events was Adrian Marfell who took a hatrick of wins to come from nowhere and finish in fourth place behind Dudley Sterry. Maybe his "Wait 'til next Year" award of 1997, was given 3 years too early! Arthur Vowden also scored well on the Allen and the Camel to finish in fifth.

The Pouncy has again been won by a different rider with Michael Crocker waiting until the Westcott to overtake Buster Griffin. Buster takes second with Ray Gerring third, Adrian Bellow fourth and Bill Hannant fifth. It should be interesting to see how this league develops next year with the inclusion of all results for all riders.

On a final note, you will have either received your membership card with this copy of Restart, or a letter chasing you for renewal. If you haven't renewed yet, please return the form ASAP so that you can be assured to get regs for the trials in the early part of next year. The labels for these are sent to clubs well in advance and some have already been sent for next year, so if you don't get them you'll have to contact the club directly now. You have been warned!

Well that's another championship year at end, but as I write this there are only three weeks before we begin again. Have a good Christmas and see you next year.

Giles

Crackington League 2000															
	Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 8	Total	
Nigel Allen		10.7	10.4	10.3		10.2	10.1	9.3	10.1	9.3	10.5	81.6	90.9		
Bill Bennett	3.0	9.7	10.1		5.0	10.1	5.0	10.1	10.2	10.1	10.7	81.1	94.1		
Giles Greenslade	5.0	9.9	9.3	8.7	5.0	10.5	5.0	10.3	9.4	10.2	11.0	81.0	104.7		
David Halzelden	3.0		10.3	10.3	3.0	10.3		10.4	10.1	10.4	10.4	80.8	86.8		
Adrian Dommett		11.0	11.0	11.0		8.0		10.0	11.0	10.0	7.0	79.0	79.0		
Roger Bricknell	1.0	7.0	10.0	10.9	5.0	10.7		11.0		10.3	9.0	8.0	76.9	82.9	
Tommy Kalber	1.0	10.0	9.0	8.9	3.0		5.0	10.7	9.9	9.3	5.0	7.0	74.8	78.8	
Tony Young	1.0	9.0	10.0	9.0	5.0	11.0		11.0	7.0	9.0		8.0	74.0	80.0	
Dudley Sterry	5.0	7.0	7.0	4.0	5.0	6.0	5.0	8.0	10.0	8.0	9.0	10.0	65.0	84.0	
Adrian Marfell		5.0			3.0	9.0	3.0	6.0	5.0	11.0	11.0	61.0	64.0		
David Heale	5.0	8.7	10.0	9.0	3.0		5.0		5.9	9.4	7.7	3.0	60.7	66.7	
Arthur Wovden	3.0		11.0		5.0				9.5		11.0	50.5	50.5		
Harvey Waters	1.0			7.0	3.0	7.0	5.0	9.7	8.9			8.0	49.6	49.6	
Peter Fear		4.0	9.0	10.0				9.0		7.0		9.0	48.0	48.0	
Emma Flay	3.0			5.0	5.0	8.0	5.0			10.4		10.0	46.4	46.4	
Paul Allaway			9.3	9.3		9.3	1.0			9.4	7.4		45.7	45.7	
Clive Kalber	3.0			9.9	3.0	11.0	5.0					6.0	37.9	37.9	
John Cox		7.7	6.0	4.0				5.7	6.9	7.4			37.7	37.7	
John Bell			7.0	8.0				8.7			10.7		34.4	34.4	
Stuart Harrold	1.0	10.0		8.0	5.0		5.0				5.0		34.0	34.0	
Paul Bartleman		10.7		10.0								11.0	31.7	31.7	
Tim Whellock	5.0		2.0	3.0	5.0		5.0	4.0		4.0	3.0		31.0	31.0	
John Looker		8.7		8.3			5.0				8.3		30.3	30.3	
Simon Woodall		9.0		4.9		8.7					7.0		29.6	29.6	
Bill Foreshew			6.0	2.0		10.0					6.0	5.0	29.0	29.0	
Jim Scott	3.0		10.3	4.7	3.0						8.0		29.0	29.0	
Philip Roberts			8.0					7.7			6.7	6.0	28.4	28.4	
David Turner	5.0			11.0	1.0	3.0				8.4			28.4	28.4	
Tim Lakin	1.0	11.0	8.0								8.0		28.0	28.0	
Richard Peck		10.9		6.7			5.0				5.0		27.6	27.6	
Gerald Burridge	5.0	8.7			3.0						7.7		24.4	24.4	
Neil Bray	3.0	8.9		10.7			1.0						23.6	23.6	
Eric Wall	3.0			7.0	5.0		5.0				3.0		23.0	23.0	
Terry Coventry	1.0	10.2					3.0				8.4		22.6	22.6	
Philip Potter				5.0	3.0		5.0		9.0				22.0	22.0	
Philip Montgomery-Smith		8.0					10.0			3.0			21.0	21.0	
Mick Workman		6.0					7.0			4.0	4.0		21.0	21.0	
Michael Wames	1.0		7.0	5.9	1.0		6.0						20.9	20.9	

Crackington League 2000															
	Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 8	Total	
Peter Manning	1.0			10.2								9.5	20.7	20.7	
Mike Wordsworth	3.0			9.2								8.5	20.7	20.7	
Mark Roosen	1.0				5.0	5.0						8.7	19.7	19.7	
Ian Williamson	3.0	10.7			1.0	5.0							19.7	19.7	
John Summerhayes	1.0		5.0		3.0	7.0				3.0			19.0	19.0	
Richmond Coffin								4.0		8.3	6.0		18.3	18.3	
Frank Burton	1.0			6.9	1.0			9.0					17.9	17.9	
Nigel Brown		6.0		7.9	3.0								16.9	16.9	
Murray MacDonald		6.9		9.7									16.6	16.6	
Mal Allen			5.0		1.0	3.0					7.0		16.0	16.0	
Terry Ball	5.0	7.7			3.0								15.7	15.7	
David Miller	1.0	6.7			5.0	3.0							15.7	15.7	
Nigel Moss	3.0	8.0			1.0	3.0							15.0	15.0	
Anthony Andrew	5.0		9.4										14.4	14.4	
Roger Ugalde		5.7	8.4										14.1	14.1	
John Ludford				3.9		5.0						5.0	13.9	13.9	
Anthony Allard					5.0	2.0		6.0					13.0	13.0	
Mike Pearson						5.0					8.0		13.0	13.0	
Colin Peryman	1.0				1.0	1.0					10.0		13.0	13.0	
Tony Rothin		3.0			5.0	5.0							13.0	13.0	
Keith Sanders	1.0		6.0		1.0		5.0						13.0	13.0	
Greg Warren	5.0		5.0		3.0								13.0	13.0	
Adrian Tucker-Peake	3.0										9.4		12.4	12.4	
Brian Alexander						3.0	9.3						12.3	12.3	
Simon Robson	3.0			7.7		1.0							11.7	11.7	
Tony Squires		5.0			1.0	5.0							11.0	11.0	
Brian Osborn	1.0	9.2											10.2	10.2	
David Dyer							10.1						10.1	10.1	
David Symons	1.0				3.0	3.0	3.0						10.0	10.0	
Jeremy Flann											9.7		9.7	9.7	
Alun Lewis			4.0			5.7							9.7	9.7	
Keith Vipond	3.0	6.7											9.7	9.7	
Ray Easterbrook							1.0	8.0					9.0	9.0	
Dean Partington							5.0				4.0		9.0	9.0	
Barry Clarke											8.7		8.7	8.7	
Michael Leete	3.0					3.0					2.0		8.0	8.0	
DA Thompson	3.0				5.0								8.0	8.0	
Mark Tooth	3.0				5.0								8.0	8.0	

Wheelspin League 2000														
	Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 8	Total
Adrian Dommett		9	10	10		2		9	10	9			59	59
Tony Young	1	7	8	7	5	10		10	4	8		2	59	62
Dudley Sterry	5	4	4				5	6	9	7	7	9	53	61
Adrian Marfell					3	3	3	4		10	10	10	43	43
Arthur Vowden	3		9		5				3		9	8	37	37
Peter Fear			7	9				8		6		5	35	35
Roger Bricknell	1		6	5	5			7		5		1	30	30
Giles Greenslade	5				5	8	5	3					26	26
Stuart Harrold	1	8		6	5		5						25	25
Nigel Allen		5		8						3		7	23	23
Emma Flay	3				5	4	5			4			21	21
Clive Kalber	3			4	3	7	3						20	20
Philip Potter				1	3		5		7				16	16
Bill Bennett	3				5		5				3		16	16
Eric Wall	3			3	5		5						16	16
Tim Whellock	5				5		5						15	15
Tommy Kalber	1	1	3		3		5			1			14	14
Nigel Moss	3	6			1		3						13	13
David Heale	5				3		5						13	13
David Haizelden	3				3			1			6		13	13
Paul Bartleman		10											10	10
Bill Foreshew			1			9							10	10
Tony Rothin					5		5						10	10
David Miller	1				5		3						9	9
Mike Pearson							5				4		9	9
David Turner	5				1		3						9	9
Harvey Waters	1				3		5						9	9
Ian Williamson	3				1		5						9	9
Terry Ball	5				3								8	8
Gerald Burridge	5				3								8	8
DA Thompson	3				5								8	8
Mark Tooth	3				5								8	8
Greg Warren	5				3								8	8
David Symons	1				3		3						7	7

Wheelspin League 2000																				
	Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 8	Total						
David Bache	1						5						6	6						
Tim Lakin	1	3	2										6	6						
Michael Leete	3						3						6	6						
Mark Rosten	1				5								6	6						
Jim Scott	3				3								6	6						
Tony Squires					1	5							6	6						
Duncan Welch	3						3						6	6						
Anthony Andrew	5												5	5						
John Bennett							5						5	5						
Ian Davis								5					5	5						
John Looker							5						5	5						
John Ludford							5						5	5						
Dean Partington							5						5	5						
Brian Partridge							5						5	5						
Richard Peck							5						5	5						
Adrian Tucker-Peake	3										2		5	5						
Mal Allen					1	3							4	4						
Neil Bray	3						1						4	4						
Terry Coventry	1						3						4	4						
Simon Robson	3						1						4	4						
Paul Royds					1	3							4	4						
John Summerhayes	1				3								4	4						
Brian Alexander							3						3	3						
Nigel Brown					3								3	3						
Derek Chatto	3												3	3						
Nigel Hilling							3						3	3						
Martin Jones							3						3	3						
Colin Perryman	1				1	1							3	3						
Rob Smith	3												3	3						
Mark Smith	3												3	3						
Peter Thompson							3						3	3						
Jonathan Toulmin					3								3	3						
Keith Vipond	3												3	3						
Rich Welsh	3												3	3						
Nicholas Woolett							3						3	3						
Mike Wordsworth	3												3	3						
Anthony Allard										2			2	2						
Mike Braddock	1						1						2	2						

Navigators League 2000															
	Exeter	Clee Hills	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Best 8	Total	
Liz Bennett	3	9.7	10.1			10.1	5	10.1	10.2	10.1	10.7	10.1	81.1	94.1	
Aaron Haizelden			10.3	10.3		10.3		10.4	10.1	10.4	10.4	8.6	80.8	80.8	
Judy Phillips		11.0	11.0			8.0		10.0	11.0	10.0	7.0		79.0	79.0	
Francesca Plimmer			9.3	5.0	5	10.5	5	10.3	9.4	10.2	11.0	10.4	76.1	86.1	
John Radford	1	9.0	10.0	9.0	5			11.0	7.0	9.0		8.0	69.0	69.0	
Andrew Allaway			9.3	9.3		9.3	1			9.4	7.4		53.3	45.7	
Chantal Greenslade	5	9.9	10.0								7.7		32.6	32.6	
Darren Baker	5	7.0	7.0	4.0	3		5						31.0	31.0	
Anne Whellock	5		2.0	3.0	5		5	4.0		4.0	3.0		31.0	31.0	
Marc Lawrence	3	8.9		10.7			1						23.6	23.6	
Brenda Burton	1			6.9	1			9.0					17.9	17.9	
Paul Gregory				6.7			5				5.0		16.7	16.7	
Hazel MacDonald		6.9		9.7									16.6	16.6	
Ken Martin	5	7.7			3								15.7	15.7	
Donny Allen			5.0		1		1			7.0			14.0	14.0	
Sue Ludford				3.9			5					5.0	13.9	13.9	
Karen Warren	5		5.0		3								13.0	13.0	
Julia Bricknell	1	7.0			5								13.0	13.0	
Ruth Ashby		3.0			5		5						13.0	13.0	
Reg Hackett	3			9.2									12.2	12.2	
Matt Robson	3			7.7			1						11.7	11.7	
Chris Phillips	1				5		5						11.0	11.0	
Pat Toulmin					3								3.0	3.0	
Murray MacDonald	1												1.0	1.0	
Thomas Pellow					1								1.0	1.0	

Pouncy League 2000															
	Exeter	Exmoor	Kyrle	Lands End	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Westcott	Best 7	Total			
Michael Crocker	1	15.09	15.03	3	15.03	5	15.04		15.02	13.21	93.42	97.42			
Buster Griffin		15.21	14.03		14.22		14.17	15.12	15.05		87.80	87.80			
Ray Gerring		11.21	15.03		15.22		15.17	14.12		11.41	82.16	82.16			
Adrian Bellew		15.04		5	9.22		10.17	14.04	12.06	8.11	73.64	73.64			
Bill Hannant	5	12.26	14.06	5			14.16	14.06			64.54	64.54			
Steven Edwards		12.06	3	15.14	1		5.16	14.05	3.59		54.00	54.00			
Trevor Hughes		10.21	13.03	3	7.22	3				15.05	51.51	51.51			
Dave Mason	5	13.21			3.22		8.17	7.12		8.42	45.14	45.14			
Thomas Beckerleg	1	14.04		1	15.01	1		13.04			45.09	45.09			
Julia Browne		15.02			14.02		14.02				43.06	43.06			
Ian Mackie			11.06				8.14	10.17	12.16		41.53	41.53			
Derek Legg		5.26	13.06		4.22		7.17	8.12			37.83	37.83			
Courtenay Yandle		9.09			14.03		12.04				35.16	35.16			
Richard Lidstone		8.21			5.22		13.17				26.60	26.60			
Keith Johnston		12.04							11.06		23.10	23.10			
Mike Robinson	5	13.04		1							19.04	19.04			
Keith Lee		13.09									13.09	13.09			
Ashley Hanley	5			3							8.00	8.00			
Richard Dawe	5				14.14						5.00	19.14			
Mike Wadsworth							1.17				1.17	1.17			

Team League 2000															
	Exeter	Clee Hills	Exmoor	Kyrle	Lands end	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel Classic	Total		
Burnt Mud															
Giles Greenslade		9.9	9.3	8.7				10.3	9.4	10.2	11	10.4	79.20		
Tommy Kalber		10	9	8.9				10.7	9.9	10.1	5	7	70.60		
Ngai Allen		11	10.4	10.3				10.1	9.3	9.3	9.3	10.5	80.20		
													230.00		
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		
													49.40		
The Constructors															
John Looker		8.7											8.70		
Richard Peck		11											10.90		
Keith Vipond		6.7											6.70		
													26.30		
The New Falconers															
Simon Robson	3				1		1						5.00		
Michael Leete	3				3		3						9.00		
Nail Bray	3				1		1						5.00		
													19.00		

FORTHCOMING EVENTS

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	
11th February	Launceston	L&NCCMC	
25th February	Chairmans Trophy	Holsworthy	
11th March	Camel Heights	Camel Vale	
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	
29th April	Exe Valley	Crash Box Club	Champ - Cars/MCs
12th May	Stroud Anniversary	Stroud	ACTC Invite
15th July	Testing Trial	MCC	
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&NCCMC	Champ - Cars/MCs
4th November	Tarka	North Devon	ACTC Invite
18th November	Bodmin	Camel Vale	
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

Don't forget the ACTC awards ceremony
 Sunday morning the 7th of January at the
 Trecarn Hotel, Babbacombe, after the MCC
 Exeter Trial

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