

The Motor
Club



Cycling
Ltd

Testing Trial

1993

With the Testing Trial over for another year we can all sleep easily again and spend the next eleven months thinking up more devilish tests for next time.

Certainly we were lucky with the weather again and everyone seemed to be enjoying the event on the day; I hope that in retrospect having viewed your bruises and the vehicle's dents more closely you still feel it was a good day out. With this letter, as well as including the results I have added a short questionnaire and if you can find time should be glad to see your answers to the questions. Throughout the history of this event the aim has been to give members a happy day's motoring without too many rules and regulations and many of its features have evolved from suggestions made by competitors.

We would particularly like your opinions on the new venue and how you feel it compared with Charnage Down.

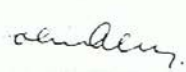
As ever I still have all the individual time cards so if any of you would like to see them again please send me a SAE and I'll delve through the box and find the appropriate ones for you.

The Bring and Buy department was able to contribute a small profit to club funds and I hope helped to clear some of your junk - sorry, valuable spare parts. We shall certainly try to repeat the exercise again.

On a personal note I was particularly pleased to see the overall trophy at last won by a car and a FWD at that. That's specially apt as this particular trophy was originally won by me in a FWD car in France at a time when front drive in racing was the sort of poor relation that it is in trials today.

Once again let me thank everyone who marshalled and the organising team who kept the event moving so well we were able to get in four rounds. Thanks too to all the competitors who supported the event and behaved with such friendly spirit throughout. Whilst on the "Thankyous" may I add one from Alan Foster for everyone's co-operation with his weighing exercise. This was purely designed to collect evidence and certainly not a bit of Group 8 bashing as some suspected; a table of preliminary results is attached but a more detailed summary will follow.

That's all for TT93 - see you again next year!


JOHN ALEY

MAYFLOWERS, HESSETT, BURY ST EDMUNDS, SUFFOLK IP30 9NR. TEL: 0359 70954

RESEARCH PROJECT - WEIGHT DISTRIBUTION OF TRIALS CARS: SUMMARY

Recorded results listed by Classic Reliability Trial Classes

	<i>% over driven wheels WITH crew</i>	<i>% over driven wheels WITHOUT crew</i>
Class 1	Range 59 - 64 Average 62	Range 61 - 67 Average 64
Class 2	Range 57 - 61 Average 59	Range 52 - 59 Average 56
Class 3	Range 54 - 67 Average 60	Range 51 - 61 Average 56
Class 4	Range 59 - 62 Average 61	Range 59 - 62 Average 61
Class 5	Range 56 - 63 Average 59	Range 55 - 60 Average 58
Class 6 (only 1 entrant)	64	62
Class 7	Range 55 - 68 Average 61	Range 52 - 64 Average 57
Class 8	Range 57 - 68 Average 64	Range 53 - 68 Average 60

The Executive Committee thank all competitors for their cooperation in this experiment. The results should be treated with care and provide only an indication of the current position rather than a definitive conclusion.

M.C.C. TESTING TRIAL 1993 RESULTS

NO	NAME	VEHICLE	CL.	RUN 1	RUN 2	RUN 3	RUN 4	TOTAL	AWARD
1	A.LOW	AJS	A	125.9	103.6	122.0	108.8	460.3	
2	B.COCKMAN	HONDA XK	A	121.9	108.8	139.2	113.3	483.2	
3	D.COCKMAN	HONDA XL	A	147.7	109.1	127.0	118.0	501.8	
4	J.WARREN	SUZUKI SP	A	178.4	90.3	127.6	102.6	498.9	
5	A.CONFAVREUX	KAWASAKI	A	N O N S T A R T E R					
6	N.BOWLER	YAMAHA XT	A	141.4	104.9	112.2	105.5	464.0	
7	L.BOWLER	YAMAHA XT	A	264.1	149.7	135.5	230.6	779.9	
8	J.LEES	TRIUMPH TROPHY	A	129.3	87.8	100.2	95.5	412.8	2ND IN CLASS A
9	M.HALLIDAY	TRIUMPH TROPHY	A	N O N S T A R T E R					
10	J.STOBBS	MZ TS	A	129.5	89.2	98.6	98.4	415.7	3RD IN CLASS A
11	T.HAYES	SUZUKI TS ER	A	110.7	92.9	101.8	98.9	404.3	16T IN CLASS A
12	D.MASON	SUZUKI TS	A	112.5	116.1	101.0	100.5	430.1	
13	A.BROWNE	VILLIERS METISSE	A	179.6	105.2	116.4	138.7	539.9	
14	N.BROWNE	TRIUMPH METISSE	A	154.6	80.5	111.3	83.6	430.0	
15	P.COX	SUZUKI DR	A	199.8	129.1	137.9	129.4	596.2	
16	R.NUNN	TRIUMPH TR6	A	148.2	135.6	112.8	107.7	504.3	
17	S.HANCOCK	YAMAHA XT	A	205.9	134.5	129.0	122.5	591.9	
18	D.SYMS	HONDA XL	A	127.9	106.4	121.1	119.2	474.6	
19	I.ROUND	HONDA XL	A	115.4	93.9	109.5	107.2	426.0	
20	C.BARNES	HONDA XL	A	152.1	101.2	110.9	106.7	470.9	
21	C.KING	OSSA	A	148.7	115.9	178.5	124.3	567.4	
22	T.BECKERLEG	ARIEL	A	127.7	105.1	118.5	112.2	473.5	
23	K.ROWLAND	YAMAHA	A	131.7	103.3	115.5	114.1	464.6	
24	L.ROWLAND	HONDA	A	113.5	120.1	107.1	100.6	441.3	
25	P.MORGAN	HONDA TL	A	118.7	123.4	111.2	105.0	458.3	
50	C.LOW/K.BAMWORTH	WASP NORTON	B	185.7	100.0	136.1	138.4	560.2	

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The John Aley Challenge Trophy is awarded to the competitor with the highest percentage improvement over the winner of his/her class in 1992:

Class A +1.1%
 Class B -4.5%
 Class C +16.8%
 Class D +16.3%

M.C.C. TESTING TRIAL 1993 RESULTS

NO	NAME	VEHICLE	CL.	RUN 1	RUN 2	RUN 3	RUN 4	TOTAL	AWARD
51	L. & M. MAIDMENT	WASP NORTON	B	147.0	104.1	147.3	117.7	516.1	
52	T. & B. FALCONER	HONDA XR	B	200.9	141.0	157.7	123.3	622.9	
53	E. & R. STOBBS	MZ TS250/I	B	134.5	140.9	157.9	126.0	559.3	
54	R.GAGG/P.STONE	TRIUMPH METISSE	B	168.9	95.8	110.0	102.6	477.3	2ND IN CLASS B
56	J.BURTON/B.CLASPER	HONDA TL	B	220.2	150.2	218.5	179.3	768.2	
57	P. & N. VAUGHAN	POUNCEY AJAY	B	159.2	129.6	115.4	144.8	549.0	
58	R. & M. WILLS	BMW R80GS	B	117.2	169.0	114.3	138.0	538.5	
59	M. & B. COOMES	TRIBSA	B	206.1	117.3	121.4	136.9	581.7	
60	C. & C. HARRIS	MORGAN F4	B	N O N S T A R T E R					
61	J. & M. STOKES	MORGAN F SUPER	B	189.4	142.0	162.8	144.4	638.6	
62	M. & M. SLATTER	NORTON	B	163.3	148.2	175.3	165.9	652.7	
63	G.LOWMAN/G.HODGES	WASP	B	127.2	92.0	160.7	103.9	483.8	3RD IN CLASS B
64	R.ALDWORTH/H.BELL	WASP	B	119.5	94.8	109.1	102.7	426.1	16T IN CLASS B
101	D.TURNER	VW BEETLE	C	143.9	109.7	127.3	113.4	494.3	16T IN CLASS C
102	A.GREEN	SKODA RAPIDE	C	258.1	127.7	142.9	124.3	653.0	
103	M.WILMORE	FORD ESCORT	C	N O N S T A R T E R					
104	P.SAUNDERS	MG MGT	C	214.9	146.9	154.7	134.8	651.3	
106	N.PLUMRIDGE	HILLMAN IMP	C	197.2	144.8	129.8	120.3	592.1	
107	P.CHANTLER (FWD)	MINI HL	C	168.8	118.2	125.4	114.6	527.0	FWD AWARD
108	L.CHIDGEY	FORD ESCORT	C	198.1	110.7	116.5	113.1	538.4	
109	S.AUSTEN	VW BEETLE	C	156.3	129.0	150.0	133.8	569.1	
110	F.GREGORY	SKODA 130	C	204.0	151.5	139.5	129.8	624.8	
111	J.LAMBERT (FWD)	YUGO 55	C	212.7	137.1	131.5	114.2	595.5	
113	J.HESLITNE	VAUXHALL CHEVETTE	C	261.8	141.0	122.2	113.9	638.9	
114	D.CUMMINGS	MORRIS MARINA	C	N O N S T A R T E R					
115	J.COLLINS	VW BAJA BEETLE	C	158.0	120.4	128.9	117.0	524.3	3RD IN CLASS C
116	M.TUCKER (FWD)	FORD FIESTA	C	211.3	147.0	121.5	136.5	616.3	

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NO	NAME	VEHICLE	CL.	RUN 1	RUN 2	RUN 3	RUN 4	TOTAL	AWARD
117	J.GRIFFITHS (FYD)	TALBOT SAMBA	C	148.1	109.0	121.4	115.6	494.1	JOHN ALEY TROPHY
119	J.LAVER	FORD ESCORT	C	169.5	111.3	116.9	109.0	506.7	2ND IN CLASS C
120	M.MONTGOMERY-SMITH	MORRIS MINOR	C	159.4	141.7	149.9	122.9	573.9	
121	G.BEAUCHAMP (FYD)	YUGO 55	C	240.6	146.3	148.8	128.4	664.1	
106	S.COLE	BURLINGTON SPECIAL	D	185.2	134.8	116.4	110.5	546.9	
118	F.BURTON	MARLIN	D	145.7	132.2	138.1	139.3	555.3	
150	P.PELLING	TEMPEST	D	N O N		S T A R T E R			
151	A.GRASSAM	MG PA 1934	D	215.0	104.3	115.6	107.8	542.7	
152	I.WILLIAMSON	TROLL	D	129.6	94.9	140.7	109.4	474.6	
153	D.MARKHAM	MARLIN	D	161.0	123.7	161.4	122.8	568.9	
154	S.JACKSON	MARLIN	D	187.6	100.3	124.5	142.1	554.5	
155	P.BRIGHT	AUSTIN 7 SPL 1938	D	217.6	133.3	145.3	126.7	622.9	
156	C.BILES	MG J2 1933	D	128.7	112.2	119.8	164.5	525.2	VETERAN'S AWARD (110)
157	A.JALLARD	ARDLY SPECIAL	D	N O N		S T A R T E R			
158	N.WORT	MARLIN	D	121.5	115.7	107.4	104.2	448.8	2ND IN CLASS D
159	S.STRUTT	CANNON	D	141.2	121.1	131.7	106.4	500.4	
160	P.TUCKER	TRIUMPH TR3A	D	184.9	107.8	136.4	132.0	561.1	
161	S.TUCKER	MORRIS BILLYGOAT	D	150.9	135.9	123.2	137.6	547.6	
162	J.HORNBY-SMITH	CANNON	D	115.0	87.8	101.1	98.6	402.5	1ST IN CLASS D
163	S.DEAR	MG PA 1934	D	N O N		S T A R T E R			
164	J.DURRANT	MARLIN	D	195.8	112.2	127.7	123.3	558.0	
165	G.DURRANT	MARLIN	D	132.3	95.3	132.8	130.8	491.2	
166	P.TUPPER	MARLIN	D	138.0	100.5	112.4	107.3	458.2	3RD IN CLASS D
167	M.WARNES	FORD HUSKY	D	N O N		S T A R T E R			
168	K.HOPKINS	MARLIN	D	N O N		S T A R T E R			
169	P.HARDEN	MG MIDGET	D	162.4	102.3	143.4	110.7	518.8	
170	R.HOOPER	MARLIN	D	N O N		S T A R T E R			

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M.C.C. TESTING TRIAL 1993 RESULTS

NO	NAME	VEHICLE	CL.	RUN 1	RUN 2	RUN 3	RUN 4	TOTAL	AWARD
171	C.CALDRICK	MG MIDGET	D	296.0	154.4	129.9	111.8	692.1	
172	L.PARRY	FUGITIVE	D	225.2	145.5	152.8	140.9	664.4	
173	R.BUTCHER	MARLIN	D	210.9	152.5	177.9	155.5	696.8	
174	N.WOOD	MG TA 1938	D	239.9	177.6	152.4	151.5	721.4	
175	D.ALDERSON	TROLL	D	116.3	117.5	125.9	121.6	481.3	
176	A.ALDERSON	TROLL	D	183.6	144.8	134.4	170.2	633.1	
177	S.PECK	JAGO JEEP	D	183.3	106.3	139.2	135.6	564.4	
178	T.GIBB	MARLIN	D	133.6	102.4	118.8	110.7	465.5	
179	J.TOLMIN	MARLIN	D	150.4	125.4	152.7	103.1	531.6	
180	J.BAILEY	MG MIDGET	D	195.6	132.2	192.9	144.5	665.2	
181	B.BULL	VW SPECIAL	D	137.0	104.9	137.5	109.2	488.6	
182	J.IRESON	MARLIN	D	187.6	151.3	131.4	118.1	588.4	
183	L.WARNER	BENTLEY 1927	D	301.2	226.1	261.9	236.5	1025.7	
184	G.FORSDYKE	RACECORP	D	N O N		S T A R T E R			
185	D.GILBERT	DELLOW MK I 1949	D	150.1	136.9	144.6	116.8	548.4	
186	R.ARCHER	MARLIN	D	246.7	180.9		R E T I R E D		
187	G.EVANS	JAGO JEEP	D	202.5	133.8	122.2	118.7	577.2	
188	P.MONTGOMERY-SMITH	MORGAN	D	200.3	138.6	179.3	159.8	678.0	
189	D.NASH	SKODA SPECIAL	D	N O N		S T A R T E R			
190	A.TEMPLETON	TROLL	D	N O N		S T A R T E R			

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(Results from Triple - Issue 58 - Dec 1993)

THE TESTING TRIAL REPORTED

In this instance by Ian Williamson and Stephen and Janet Bailey. The occasion was used by Alan Foster for some new research into weight distribution.

THE MCC TESTING TRIAL - 5 SEPT 1993 by Ian Williamson

The Testing Trial was moved to a new location in 1993. Still just alongside the A303, at the junction with the B3081 to Gillingham. This is some 5 miles west of the old MERE site.

Four laps of seven sections were laid out for an entry of 25 solo motorcycles, 14 sidecars/three wheelers, 18 closed and 43 open cars. This was a large entry for a restricted site and led to a longish wait between each lap. However, this allowed at least one competitor per car to renew old friendships etc. in the spirit of The Testing Trial, whilst the others queued up for the next lap.

The weather was absolutely superb and soon shirt-sleeves were the order of the day. Since this weather was just a continuation of a dry-ish summer, the sections were quite easy and the trial became a test of speed, with results only split-seconds apart.

Penalties were incurred for hitting marker bollards, or overshooting at the end of section. This penalty equalled 25 points/seconds and pushed a number of contenders out of the awards. Jonathan Toulmin admitted to striking two bollards and a marshal!

It was easy to be over-enthusiastic on the accelerator pedal, in the quest for speed. Adrienne Alderson (co-driving with David) was seen, on full chat, in the middle of a clump of bushes alongside Section 5.

The overall winner was John Griffith in his Talbot Samba, with a total of 494.1 seconds. This was a class, index-adjusted time. Only two tenths of a second behind (494.3) was David Turner in his VW Beetle, who therefore won Class C. The FWD Award went to Peter Chantler (Mini HL) on 527.0. Second in Class C was Jonathan Laver (Ford Escort) on 506.7 and third, Jason Collins (VW 'BAJA' Beetle - sounds exotic!) with 524.3.

The best open-car (Class D) was John Hornby-Smith in his Cannon, on 402.5. He also put in the 'fastest lap' at 87.8 seconds!! Second was Nick Wort (Marlin) with 448.8 and third, Paul Tupper also in a Marlin.

During the lunch break and between laps as mentioned earlier, there was time to chat, admire the cars and visit the 'Bring and Buy' sale of spare parts, automobilia, etc. organised by Geoff and Mary Margetts, in aid of Club funds.

Altogether an enjoyable start to the 1993/94 trials season. What a difference