



RESTART

*The Quarterly Bulletin of
the Classic Trials World*



The official newsletter
of the Association of
Classic Trials Clubs
Volume No. 9
1998

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STOP PRESS

ACTC at the NEC !!

We have a stand at the
Classic Car Show
on the 7th & 8th
November.

Please come along & help
publicise our sport
Hall 5, Stand 5268

EDITORIAL

I would like to thank David for his kind words about Restart in his first Chairman's column. However I think the real thanks are due to my Assistant Editor, Dennis, who does all the really hard work of 'persuading' people to write..... Perhaps a word or two about deadlines would be in order. RESTART comes out 4 times a year, but, due to the trials' season, it is not truly quarterly. The publication dates are 1st March, 1st June, 1st November and 1st January, with last dates for copy to arrive with me 2 weeks before. This year I would like to get the next issue out for Christmas, so the last date for copy for the next issue is 11th December.

This edition features the Falcon Club, as it is their 50th Anniversary. Reports include a history of the club and details of their celebrations. They are proposing a new trial Unfortunately the Kernow had to be cancelled due to lack of interest, pity.

A PLEA to Trial Secretaries - PLEASE, PLEASE can you send me a copy of your results so that I can publish them. I tried very hard to get some for this edition, but to no avail !

Congratulations to Robert Richards and his fellow Derby triallists for winning Brian Osborn's Quiz about the best pop tunes to accompany our sport. The Top Ten tunes were excellent and I would like to thank Brian for coming up with the idea and for donating the Sainsbury's voucher. Hope the Derby lads enjoyed a drink.

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SECT'S PAGE

Notes from Gerald Burridge

Our AGM was held on 11th October at a new venue, The Portcullis at Tormarton, where my estimates for the landlord of about 30 attendees and a finish time of 6pm, were both exceeded, the latter by a substantial margin!

David Alderson was welcomed as new Chairman by his predecessor, Simon Woodall. David then welcomed the new and re-elected officers, but we were saddened to learn that Jim Templeton was unable to take up the post of Vice Chairman due to ill health. Subsequently Simon was elected to this position for the 1998-99 year.

Incidentally this makes him, ex officio, the Chairman of the Technical Panel, of which he is also Secretary by virtue of his Class 7 Co-ordinator role. How's that for streamlining! Having retired from the position of Championship Secretary, (and in his absence) Richard Dawe was co-opted to the Council as our Motor Cycle Advisor. Attendance included representation from 15 member clubs, an adequate quorum to make some rather significant decisions, which I now need to summarise for you.

ACTC is not in a comfortable position financially, due mainly to allocating funds to the Rights of Way issue, but exacerbated by a lack of forward planning and the complication of two separate accounting systems. Barbara Selkirk has now taken this (us?) in hand and had produced a series of proposals, together with budgets for the next 2 ½ years. As a result the following decisions were made:-

- The General and Championship accounts will be amalgamated.
- The Financial year will be aligned with the calendar year by running the next accounting period to December 1999.
- Club Subscriptions for this 18-month period will be increased to £35.00.
- The 1999 Championship Subscription will be increased to £15.00.
- ACTC will be formed into a "Company Limited by Guarantee".

The other major subject of debate concerned the Scrutineering Record Cards described by David Alderson in his article on Page 35 of the June edition. To cut a long story short - it has been decided to institute a centralised follow-up system for scrutineers' recommendations, co-ordinated by Andy Webb, our Championship "Quality Controller". You will not, therefore, need to carry a record card - for the time being. You are reminded that it is your responsibility to ensure that your vehicle is safe, roadworthy and complies with MSA Regulations. Major non-compliances will be mean that you will not be allowed to compete, whereas minor items, or recommendations, will be followed up by the new system. It is also implicit that if no



non-compliances are reported by a scrutineer on a particular occasion, it does not follow that none exist!

Andrew Brown presented the meeting with a comprehensive Rights of Way report, which demonstrated a good start in this very important subject. We also discussed the merits of Associate Membership of LARA (the Land Access & Recreation Association) and shall pursue this further when funds permit. For the time being Andrew will apply for individual membership in order to establish a communication link.

Finally, some items for club debate and, hopefully, action! **Responses to your club delegate, or any ACTC Officer, even letters to Restart please.....**

- The Motor Sports Council Trials Specialist Committee is considering lowering the age of passengers in open cars to 14. (Reg. M.3.2.5)
- Our present Class structure has served us well for several years, but should it continue indefinitely? Is Class 5 viable? Should Class 6 performance be curtailed? Should cars be divided by engine size rather than design configuration?
- This Association desperately needs an Awards Secretary – a volunteer for the pleasurable task, once a year, of co-ordinating the giving away of the silverware. This is not, at present, an officer's post and so attendance at Council meetings is not compulsory!

Tim Whellock

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CHAIRMAN'S COMMENT



It is only correct of me to open my first column to this magazine, in my new capacity of ACTC Chairman, by expressing my thanks to all those member clubs who gave their support and declared their confidence in me for this office. I know that in some circles I am perceived to be somewhat direct and outspoken and I also know that I can look very glum and unapproachable! Don't be put off, the manner comes from years of having to overcome seemingly insurmountable problems in order to get difficult heavy transport jobs done, the facial expressions are an accident of birth! You will find that I am really very approachable, fairly jolly, and quite a good listener.

I am sure that I speak for all of us in expressing thanks to the retiring officers for the hard work they have put in over the past few years on behalf of the ACTC. At the same time reassuring the membership that the injection of fresh blood into the team will make certain that the plate spins on the stick at full speed.

Restart is certainly back up to scratch under Pat Toulmin's editorship, her second edition makes excellent reading. What a pleasure to see so many different contributors and a good standard of photographs. Keep the articles and photos coming, it's good to read all the differing viewpoints. What we need now are a couple of benefactors prepared to support the magazine with advertising. Perhaps one or two regular competitors who are unable to assist with the running of ACTC may be in control of an advertising budget with some slack in it! It is a good way of putting something back into the sport.

Giles Greenslade takes over the Championship Secretary's role from Richard Dawe so all registration queries and your points claims should now be directed to Giles. Richard will concentrate on further developing the Pouncey League, let's not forget that he has been the driving force in establishing the motorcycle element in ACTC trials.

Jim Templeton was sadly unable to take up the post of Vice Chairman, due to ill health. I'm sure that you will all want to join me in sending Jim our best wishes for a speedy and full recovery. We hope we will see him out on the hills again, before this season is over.

Barbara Selkirk has already taken up office as our Treasurer and she will be working hard to ensure the future financial well being of the Association.

Simon Woodall has stepped into the breach to take on the vacant role of Vice Chairman, in addition to his role of Class 7 Co-ordinator, so all you kit car builders had best take a careful note of Simon's phone number!

A new face to many of us is Andrew Brown who is taking over the important role of ROW Officer. With the recent outcome of the Norton Malreward Rights of Way appeal having gone against the interests of our sport, Andrew is certainly picking up a hot potato on our behalf. We must now wait to see if a floodgate has been opened denying us access to so many of our traditional sections.

So, what of the future for Classic Trialling? From where I am standing, and possibly subject to continued access to our traditional sections, it looks pretty good. Let us not overlook the fact that a very acceptable Classic format trial can also be organised to travel between suitable private sites using the public highways purely as linking sections. The Chase Clouds being a prime example of this type of event. OK, we will have problems in finding suitable mounts at some point in the future. Mk1/2 Escorts are becoming scarce, Midgets too fragile in advanced years, Beetles too valuable thanks to their youth cult status, even rear-engined Skodas are dwindling in numbers. Thankfully we are blessed with a healthy kit car market offering several suitable and attractive-looking possibilities and at last the Front Wheelers are really beginning to work it out. We've moved on from the fragile early small FWDs into the era of "Hot Hatches", which seem to be much more suited to the task. No doubt the next generation of Class 8 Specials will incorporate the engines and/or drive-trains of the better modern FWDs.

I must confess that I've only managed to compete in one trial so far this year, the challenging and very enjoyable Kylre Trial. My early season's absence was due mostly to my having competed in the Monte Carlo Challenge historic rally in February. I have to say the Monte was a truly awesome event lasting five full days and faithfully recreating the real Montes of the late 1960's. The cost of historic rallying at this level may be argued as acceptable when one considers the content and organisational effort involved in achieving it. However for other so called historic rallies with no particular provenance the entry fees seem disproportionate with the content of the events. I've also been circuit racing and know just how big a budget is required even to compete at club level. There's no doubt in my mind that Classic Trialling offers unrivalled value for money. Whether it be the great occasion of an MCC trial, a one day ACTC Championship trial run to our usual high standards, or a unique event such as this year's excellent Manx trial, on a "fun per £" ratio Classic Trialling has no equal in motorsport.

We are now well into the second part of our championship year and the battle for supremacy in our three leagues looks to be as close as ever. Good luck to all our competitors, may they continue to savour the challenge in the unique and sporting atmosphere that is Classic Trialling.

PS I wasn't clever enough to think of a really witty song title applicable to trialling, but I heard an old sixties track the other day which I thought might be. "Forty Miles of Bad Road," by Duane Eddy. I can think of more than one trial where it could apply to the linking sections!

David Alderson

The First Manx Classic Car Trial , 3rd May 1998

By Liz Seeney & Paul Bartleman

We arrived at Liverpool docks a little late on Friday morning and, after checking in, much to our amusement managed to get onto the boat first, (didn't we Mike?), and had a very calm crossing. Everyone seemed to be excited and not many knew quite what to expect. After a rather nifty handbrake turn into Douglas harbour we docked safe and sound. Most people stayed in on Friday night and on Saturday you couldn't walk for more than 100 yds in Douglas without seeing someone you knew. Most of scrutineering was done on Saturday evening and despite the delay I think most were glad of the lie-in on Sunday.

Sunday morning was bright and warm and it wasn't long before we were off to a 'Very Special Test'. I must admit that the old brain wasn't working so well at this point but we did OK and managed to be almost spot on 20 mph Phew.. 1 down 14 to go. The first hill was Barnel Lane, a hard stony track either clean or fail. We're clean and onto Section 3. The start of this seemed rather wet and sticky as it twisted up through the trees. After some bouncing at the start the section dried out a little onto pine needles and we're clear again. Section 4, Barrule Quarry was dusty slate with rather a lot of blind corners making it difficult to see but we managed to negotiate around the section to go clear. Special Test 2, Penhale's Puzzler. This turned out to be a circle with one line that you had to drive around forwards and then backwards although the route card made it sound much more complicated. We had to go easy here as with the loose slate we could have easily lost it completely. Section 6 was for Class 7 only, so I'm sorry I can't tell you about that one. So we carried straight on to Slieau, a reasonably easy section in the shadows of Snaefel, which was rather stony and hard. The view from the top however was superb, there was nothing like standing on the hillside looking down into the valley where the sunlight was gleaming and the sea looked turquoise and I must admit we were moved to stop and take a photo. We came down off the hills for lunch and were rather sorry to hear that Nigel Moss was being taken back to the hotel on the back of a breakdown lorry.

After refreshment Section 8 was cancelled, for all except Class 8, so we went on to Ravensdale. This was a long gully with rather slippery rock at the top. I don't think Paul let his tyres down enough and had a bit of a panic on, but we scrambled out of the section. Section 10 was Hughes Hump and our first and only restart, this was on a very sharp corner and was very greasy, but we made it, although it did catch out a few. Section 11, Ballaugh was a very long section and had many tight blind corners. This hill had it all, rock, mud and grass but it didn't seem to cause many problems and we made it out of the top. Section 12 was also cancelled so we went on to Noble's Park, Section 13. This section was stony and compact and Paul said that it wasn't hard! Section 14 Waterworks was very wet, rocky and slippery as it went up through the trees and the muddy middle didn't help, but we did manage to go clean. Unfortunately for Mike Workman he had a tyre come off its rim and was cursing and swearing when he emerged at the top. Section 15 and our 3rd Special Test. This can only be put in Paul's way "I like a good long special test, that was as grippy as hell, lots of corners too". From here on to our final hill Cringle, a wide grassy section not causing that much trouble and we're on a clean sheet, so it's back to the hotel to get cleaned up for the results.

On Monday and Tuesday a tour had been arranged, for those staying, to take a look at the rest of the island and find out about its history. On Monday our group went up to the top of Snaefell on the tram in the mist and you could see absolutely nothing from the top so we all piled into the cafe for tea and cake. We nearly didn't get down in time for lunch, as a tram got stuck half way up, but we made it to Riverside Studio just in time for a delicious lunch. After this we went to the famous Laxey Wheel and some of us braved it to the top while others watched from the bottom. We found a beach a little later on and a brave duo ventured in for a paddle, didn't we Alison? Tuesday was a visit to the House of Manannan, a trip back in time to see the different ages of the Isle of Man and we could have spent hours in there. I must admit it's amazing how many hill climbs we encountered over the 2 days and I think nearly all of us had a go at the TT route, but then who could have blamed us. A great amount of thought and planning went into this magnificent weekend and our thanks must go to all who helped to arrange the trial and tour.

The Organisation of the 1st Manx Classic Trial

by Pat Toulmin

The original idea for a classic trial on the Isle of Man was hatched by Dixie Dean – a motorsport enthusiast and the Special Events Officer for the Isle of Man Steam Packet Company. The island is extremely well known for motorsport, from the world famous TT races to all kinds of rallies, races and hillclimbs; but there had never been a car 'classic' trial. Dixie approached the Vintage Sports Car Club with the idea and they were interested, but could only promise to come and have a look 'next year'. When 'next year' kept disappearing into the future, VSCC suggested Dixie should approach the Midland Automobile Club. MAC and the VSCC have co-promoted a Vintage Shelsley Walsh Hillclimb for many years and MAC's secretary Mark Joseland is well known to them as a long-time competitor in his Frazer-Nash. Since 1994, MAC has run the Cleve Hills Trial, under the stewardship of Jonathan Toulmin. Jonathan had competed on the island in the late 70s early 80s in various speed events and realised that there was potential for a classic trial. The first hurdle was to convince the MAC committee and they agreed, in the first instance, to a reconnoitering visit.

Mark and Jonathan flew out to the island in late April 1997 to have a look at the possibilities. A member of the 4 Wheel Drive Club took them to some of the sites that they use for their events, but these were either far too difficult or just unsuitable. But, whilst driving around in the Land Rover, a couple of interesting tracks were spotted and Mark and Jonathan spent the evening pouring over an OS map for tracks that crossed contour lines. Investigating these the next day came up with about 6 interesting possible sections including one of over a mile (Noble's Park)! On his return home Jonathan received a fax from Dixie stating that initial responses from the Department of Transport and the Ministry of Forests and Mines were very positive. Dixie also said that, years ago, he had ridden many of the proposed sections, on a trials bike, but he "did not think they could be traversed in a car, specialised or otherwise" and he looked forward to seeing it done! I think Dixie did not really know what he was letting himself in for. We came to realise that Dixie probably wanted a classic car trial (or rally), but he asked for a classic trial! To him a classic trial was some sort of a touring assembly, and he was going to get a full blown ACTC Trial!



It may have a chain but I don't think its a motorbike
Richard Dawe & Mark Joseland at Noble's Park
(Photo: Biddy Fisher)

one was a nice green lane, leading into Port Erin, so would have made a good finish to the trial, and the other a real Class 8 stopper with a huge rock slab at the start, but in the event we used neither. I then decided to try out the tourist attractions and went to Peel. I visited the very exciting new House of Manannan multimedia centre and then walked round Peel Castle. It was then back to the hotel to start to make lists this always seems to be a necessary part of organising a trial. Jonathan's trips with Robert proved to be very fruitful. The following is an extract from a tape by Jonathan:

"Robert Hughes is about 6'6" and a very good natured gentleman, but he was unsure as to what exactly our sport is and was a little bit concerned that we were going to wreak havoc with his forest tracks, mines, quarries, fell roads and the like. But, as we talked, he began to realise that we were not a bunch of hooligans, but just out for a slightly eccentric day's motorsport and after our initial reccey together we agreed to meet again on Tuesday. But not content with this he had gone out on his own on Sunday looking for suitable sections - so he was converted! On one foray into the woods with him we came across a gate and I said 'what's through the gate?' as it looked very inviting. He didn't know but he had a key to the gate and we were soon through and diving through the forest and came up with another wonderful section."

On 13th May Jonathan wrote to all ACTC Council members with regard to the event becoming a Round of the ACTC Championship, in order to make sure that there would be a full entry. Luckily this was agreed, at the May Council, with the proviso that it should be a bonus round, like the MCC events, and a waiver given for a club running two trials in one year (and only just over 3 months apart). Luckily the MAC Committee also agreed.

The second visit was in June and both of us went over. We took the 1am ferry from Heysham on the Friday evening. Jonathan had forgotten his sea sickness pills, but luckily he was able to obtain some from a member of the crew (the shop didn't sell any) and he needed them! We had a cabin and he slept all through some very rough sea. We arrived at the Cherry Orchard Hotel in time for breakfast and were met by Dixie. He had arranged for one of the Forestry Wardens, Robert Hughes (later to be 'immortalised' in Hughes Hump) to take us around in his Suzuki Vitara. Having only two seats, I had to make my own amusement of the day. I walked a couple of sections that Jonathan had spotted on the map -

Sunday was spent checking more sections. However, whilst investigating one track Jonathan found himself in the middle of a field of bulls and the only way out was through some very thick gorse bushes, which completely masked a stream some 10' below - on the tape he wondered whether he would see his wife again! I was waiting where we thought the section would appear and he was so long I thought I was in the wrong place. When he did appear he looked like he had been pulled through a hedge backwards, which he almost had! A trip to Ramsey found an interesting track, but we were put off the idea of using it by Dixie. Apparently it belongs to one of the most influential landowners on the island and it was thought he would disapprove and was too important to ask..... - it turned out to be Sir Clive Edwards Bt who is an MAC Honorary Life Member and he invited everyone to visit his extensive gardens after the trial. We ended up at Tholt-e-Will at around evening meal time, but the pub there was closed. We checked out the section, which is fantastic - one of the steepest sections ever seen - but with plenty of grip. Unfortunately, on the day, it had to be restricted to Class 8 only. One of the locals takes his water supply directly from a stream which crosses the section and he was worried about debris being dislodged and blocking his filters. I think he was more annoyed with the Forestry people for suggesting this section than anything else. We then set off to find something to eat - we arrived at the Sulby Glen Hotel, but they had stopped serving. We were most surprised, however, when what looked like just another customer took pity on us (it was getting very late) and offered to cook us something - apparently she was the landlord's daughter, and we enjoyed a good meal.

Monday morning was time to meet the officialdom. Dixie and Jonathan visited the Department of Transport and the Tourist Board. I checked out some sections above Douglas. Jonathan and Robert went out again on Tuesday and Jonathan was very proud when he was made a 'trustee' and given a key to the forest plantations. We left the island on the Wednesday morning, on the Sea Cat to Liverpool, the Sea Cat is more like a plane than a boat and quite exciting. On the tape Jonathan comments:

"All in all, during those few days in June, we found over twenty potential sections - some long, some short, some rough, some smooth, some steep, some gentle, some muddy, some rocky - in fact a huge variety, although, to be honest, none that were going to extraordinarily difficult. Of those 20, some had to be ruled out for various reasons - probable lack of land owners' permissions, difficult access, lack of parking for marshals' cars, very difficult recovery or simply requiring a huge amount of work - for example there was one wonderful section that would need about 20 man hours to clear it (might consider this next time) and another very long one that we never got to the end of. But we were able to determine that the trial was definitely 'on', providing we could marshal it."

So back at home we started to put plans together and sort out all the usual trials things - RAC permissions, Bowring insurance permit, check all equipment, write SRs, prepare section name boards etc etc. One set back was a letter from the Forestry people confirming that they would grant us permission, but with provisos - one that we would insure against damage and the other was that there would be a fee of £20 per car, both of these were major stumbling blocks - the RAC event insurance specifically excludes damage to tracks (and how could such damage be quantified?) and the £20 per car would have made the entry fee too high, thus putting off competitors, especially as ferry and accomodation fees were extra to most people. The number of

entrants was critical but also difficult to predict - on the plus side it was going to be a totally novel event, in a most interesting part of the British Isles, at a Bank Holiday and at the end of the first part of the ACTC trials season, the down side was the cost of the event. So we approached the Manx Tourist Board to see if they could subsidise the event and luckily they agreed, although we did not get confirmation of this until later. There were other complications, of course - from worrying about what to do with trailers to sorting out the deposits from competitors, required by the ferry company.

MANX ORGANISATION



Holiday atmosphere at the Start

(Photo: Ian Williamson)

Jonathan wanted the event to be fun - an "end of term" event and something different from the usual ACTC events. He dreamed of superb weather and several novel features! Having been lucky enough to compete in the 1997 Mille Miglia (1000 mile thrash around Italy in Ian Williamson's Aston Martin), Jonathan had an idea for a 'different' special test. There is a tape of Jonathan's, recorded on the July 1st 1997 on his way to Brussels, on the M40 - in which he proposes signing on and scrutineering details, start time, sections, marshalling requirements, restarts, start lines, fails routes, lunch halt, sign requirements, recovery details etc etc. There is no peace for the wicked!! In order to help with the marshalling problem it was decided to put on a Touring Rally after the trial - as many of the entrants would be MAC stalwarts and could be persuaded to marshal. In October 1997 Mark Joseland visited the island to sort out this Touring Rally and some trial queries for Jonathan. We decided on rally-type number plates to add a little style.

Jonathan visited again 15th-19th March 1998 - more route checking was undertaken, a superb additional section was found, and much of the necessary PR work carried out. The Ravensdale section was blocked by several fallen trees, but the Forestry Commission promised to clear them - after all it is a byway. There was a problem with a farmer and some local inhabitants - so they

MANX ORGANISATION

were talked to! The route was specifically designed to take in the best of the island's outstanding scenery and cover a significant part of the TT course (not always in the correct direction). With plenty of daylight in May (and no RAC imposed speed limit for the event - this is the Isle of Man), it was possible to have a long (100 mile) route without an early start. The police were concerned about 1 section which ran directly off a fast part of the TT course, so a modification was carried out, and the section restricted to Class 7 only. Jonathan eventually decided that to do a detailed route card would be too risky at long distance, and it would be impossible to check it a week before the event, so he went and purchased 100 maps of the island to send to competitors, along with map references. Jonathan was amazed to find a shop with so many maps available, but this number was small fry compared to the 1,000 normally sold during TT week. The maps would also be useful for touring the island after the trial and would be another novel feature of the event. Being aware that competitors would not want a rally style "plot & bash", Jonathan decided to send them the route card a week before the event - MCC style. This would give everyone plenty time to sort out the map references and work out the route, and anyone in difficulty had 3 hours on the boat to ask someone where the trial was going! One morning on this visit Jonathan was out at 7.15 am to check routes to hotels from the ferry, so this could go into the Finals. Also the Trial Supper had to be organised - and how many would want to come? - especially as competitors would be staying at 5 different hotels on the Island. The answer was to include it with the entry - (again like the MCC do with the Exeter). It had been agreed with the ferry company that we would sail from and return to Heysham where there was plenty of parking for trailers. Also there was supposed to be a ferry on Saturday afternoon, but both these promises seemed to evaporate. Instead of the leisurely crossing during the afternoon, giving everyone time to make the long journey north on Saturday morning, there were now 2 ferries to choose from - but from Liverpool (no trailer parking) and both were at rather unsociable hours - Jonathan was not happy!

All the time in the background much work had been done by Dixie, from sorting out accommodation and ferry details to helping with PR and from negotiating with Parish Commissioners, the Police and other officials to sorting out rights for using Greenway lanes. This latter proved to be quite interesting. Some of these lanes have a half ton weight limit, to stop 4 wheel drive vehicles, and the initial idea was to close them so that we could use them for the trial !!! The marshals would have had to be sworn in as Special Constables for the day to stop anyone else using them, but in the end the weight limit was just waived - I think some marshals were quite disappointed. He also found out that we needed to take care of some rare orchids and an historic tower in the Barrule Quarry.

May 1998. So the time had finally arrived. My Rover 400 was filled to the gunnels with poles, notices, hooks, hammers, secateurs, signing on equipment, marshals' packs, computer and printer, trophies etc etc. We took the midday boat from Heysham on the Wednesday and arrived in Port Erin just in time to set out again to meet members

Murray MacDonald emerging from the forest on Ballaugh

(Photo: Island Photographics)



of the Manx Mini Club, who had very kindly offered to help. We briefed them on marshalling duties and enjoyed a pint at the pub opposite the Tynwall Parliament field. Early Thursday morning it was off to Barrule Quarry to meet Richard Prouse, who, when he lived in England, had been Clerk of the

Course for the Exe Valley Trial. We were pleased to find one person on the island with trialling experience. He would be looking after two sections Barrule Forest and Waterworks and, therefore, was responsible for the sneaky restart on Barrule Forest (apologies to those it caught out). He was getting married on the Saturday and had intended to bring his new wife with him on marshalling duties!! However she had broken her ankle and so was excused. I'm not sure whether the ankle also put paid to their plans to celebrate the marriage by driving their twin Porsches around the TT course (amongst other things)? To spend your honeymoon marshalling two trials sections - now that is what I call enthusiasm!

When these two sections had been set up Richard dashed off to meet friends off the ferry - they were coming to the wedding and to marshal. We set up the two special tests and the section in Barrule Quarry (trying to put wooden marker posts into the floor of a slate quarry is no quick job). For the special test, we needed some traffic cones, and managed to find some in Douglas that were 'borrowed' for two days! And then onto other sections. The aim was to set up all the sections by Friday afternoon. On Friday morning we pick up a Discovery from Mylcreests, the island's Rover dealer. MAC Committee member and Rover PR man, Peter Walford, had arranged this. We asked for the oldest one they had, as it would be put through some rough country inside it was quite scruffy, but, unfortunately, it had been resprayed.

Friday mid morning we arrived at the Ravensdale section on the edge of the Ballaugh Forest. Not far from the start a large bush of ivy was down across the track, wedged on the top of the banks (Jonathan was worried - that had been there in March). We cleared it, with a tow from the Discovery, and set off hopefully up the rest of the track. Unfortunately further up 6 trees were down, again wedged on the banks. It was obvious no one had been there since March. We tried to phone the Forestry people, but the signal was almost non-existent in the woods. We moved into the woods by another track and managed to contact Robert Hughes. But they don't work Friday afternoons! After eating our sandwiches in the sunshine, Jonathan set about the trees with his saw. Luckily the trees were very soft wood, but I had the exciting experience of somersaulting head first onto the track while assisting to keep the cut open on one - the things we do for classic trialling. One and half hours later the section was clear.

Mid afternoon we arrived at Barroose, the final section for us to set up and were dismayed to find that the gorse, now in full bloom, had fallen over the track. So it was out with the secateurs and saw. In one hour we had cleared about quarter of mile of track, just wide enough for a trials car - at a guess! Then a real panic set in on two counts. Jonathan remembered that he had forgotten to collect the radios from a shop in Douglas and we couldn't get into the Discovery as the battery had gone in the bleeper (mobile phone inside vehicle!). Eventually the battery managed to find a little life and we set off towards Douglas. We realised that it was about time for the evening ferry to dock, so we went down to see what was going on. We watched as many competitors rolled off the boat - Dennis & Tricia, Dudley, Bill Bennett, a Golden Valley

MANX ORGANISATION

Special, various Austin 7s to name a few - it was a very peculiar feeling knowing that we were the reason why they had arrived on the island.....

Dixie did the impossible, and got the radios. On Saturday morning the problems with the Discovery continued, the key broke in the lock! Luckily Deputy CofC Roger Warren used his initiative and found a replacement battery for the bleeper at a photography shop. So Jonathan, Alan & Hilary Foster and our Results Team, Ian and Lorraine Bevington set off to check the whole course. Several amendments were made, including cancelling Barroose. Taking the Discovery up showed that our clearing had not been sufficient and the section was 'too prickly'. Saturday evening was to be an extra Signing On and Scrutineering session - BUT - we should have known - almost all the entry turned up and it all took longer than we had planned. The trial itself has been covered elsewhere, but the day went incredibly quickly and in no time at all we were sitting down to the trial supper.

On Monday, Jonathan and I went around the complete route to take down notices, check for damage etc etc. We had plenty of offers of help for this, but surprisingly enough not for Tuesday morning's job - cleaning out the Discovery and 'T' cutting the scratches off! I wonder why? We did what we could, but the paintwork had suffered somewhat from the gorse and overhanging branches. Luckily David Mylcreest's comment later was "next time we'll lend you an older one". Tuesday afternoon gave us our only bit of relaxation - we joined the Touring Rally for lunch at Laxey and visited the famous wheel. Some of the abiding memories include the Manx 4-Wheel Drive Club telling us that we had taken them to parts of their island they had never seen before; Lil, Dixie's wife, while marshalling the road safety check at Ballig, being delighted to tell locals that 'no the road wasn't closed'; the sight of 190 people sitting down to the Trial Supper; the Stroud Club enjoying a drink or two(?) in the Cherry Orchard bar; competitors puzzling over and joking about the first special test, the friendliness of the locals and the wonderful atmosphere all weekend. Main regret was that we did not get to see very many of our friends, except very fleetingly, as we were very busy. It had been very hard work but it was all worth it when we realised what a wonderful time everyone had had - what an experience. And YES we would love to do it again in a couple of year's time - marshals permitting

THE FALCON MOTOR CLUB WILL BE RUNNING A CLASSIC TRIAL IN THE CHILTERN REGION on 18th APRIL 1999.

It will consist of about 70 road miles, with a dozen or more sections in Hertfordshire.

The Secretary of the Meeting will be :
Peter Manning, 5 Castle Hill Avenue,
Berkhamstead, Hertfordshire. HP4 1HJ





THE FALCON MOTOR CLUB by Mike Hayward

At the end of June this year, members of Falcon Motor Club celebrated the club's 50th birthday, with a celebration run. It started at the pub the club was named after, the Crown and Falcon, nestling in the High Street of the small Hertfordshire town of Puckeridge. The run then followed a route that traced the club's history, passing many of the venues that had been used over the last fifty years.

Falcon started with just a handful of enthusiastic members, one of whom was the late H W

Tucker-Peake (Tucker), who went on to become the club's first chairman and competitions secretary. Tucker devoted a tremendous amount of his time and energy to Falcon and was the club's President when he so sadly passed away.

One of the first events the club promoted, after it was recognised by the RAC in 1949, was a Closed Trial. This started a long tradition of Falcon trials. A speed trial at Tewin Water, Hertfordshire was held in the Summer of 1950. Funds were tight, so members pledged to cover any loss the club made. The event was a great success, with an entry that included one Colin Chapman in his Lotus Mk2, and members were spared any personal expense.

In the Autumn of 1950 the club took another step forward with the end of petrol rationing. This meant that events could now take place on the road. The trial was made a Closed Invitation event (today's status is National). The trial took place in the Hertfordshire and Bedfordshire area and was held on the 5th November, so naturally was called "The Guy Fawkes". Even in those days the sections were doctored, as reported by our long time secretary, and now Club President, Ron Warren in his book 'Behind the Falcon Badge'. To make the restart line better on Tatmore End a small water trailer was towed up just above the line and the contents were then released.

Over the next few years more events were added to the calendar, Driving Tests (now called Autotests) and another sprint was held at Hundson. This disused airfield was not used for long as the runway started to break up so we moved to Tempsford in Bedfordshire. Over use by motor clubs and motorcycles meant this venue was lost in 1955.

In the summer of 1956 and again in 1958 another restricted trial was organised. The major problem of trying to run a trial at this time of year is finding a course that is not completely over grown, so in 1958 we moved this event to March. What else could we call it but the March Hare Trial. An appropriately named trophy was titled the Mad Hatter.

Falcon were also running Rallies such as the Mardlebury and The Zelly. However, in 1958 when organisers were being sought, it was suggested that perhaps the ladies might like to have a go. The challenge was taken up and The Rally Venues became a regular fixture, with the ladies as sole organisers.

Ever since the loss of Tempsford, the club had been looking for another suitable venue for its speed event. In 1958 a venue became available to run the club's first ever Autocross. This started a long history of Falcon's involvement in this branch of the sport. The first event was held near Stevenage. By the early 1960's a new venue was found at Dowsetts Farm, Colliers End, where many more successful events were run, including rounds of The Players Number Six Autocross Championship. In 1972 a new and exciting venue was found in the grounds of Knebworth House, the stately home of the Cobbold family. This venue was the only registered Autocross Venue listed in the RAC Blue Book.

Other events were also held there such as 2CV Cross and Speed Cross. The Course in Knebworth Park was designed by one of our committee members and now Vice President, one Peter Harper, who is probably better known as an International rally driver for the Rootes Team. He was a stalwart of Falcon for many years and was one of a team of first class organisers that included Tommy Bridger, a top notch Formula 3 driver, Derek Fleming, a trials driver and the owner of 'Primrose' and Desmond Scannell, who for twenty years was secretary of the British Racing Drivers Club, and became known as one of the foremost organisers of motor racing in the world. Another Falcon faithful was John Tucker-Peake, brother of Tucker - who also played an important part in Falcon's history, serving on the committee for many years and playing an important part in the back-up team. John T-P was also the builder of the 'Runner Bean', the 1956 Ford Pop which is now being driven by Clive Kalber, who made the trip from his home in Cornwall in the 'Bean' to take part in the club's Birthday Run adding enormously to this very special day.

A man who would not forgive me for not mentioning his part in Falcon history is Ron Warren, who for twenty one years served the club as secretary, as well as driving his Dellow as part of the Falconers Trials Team. Ron, together with Tucker and Derek Fleming, won the MCC team award on several occasions and is still actively enjoying his motor sport, regularly enjoying trips to Le Mans. As well as being a Vice President of the MCC, he is President of Falcon.

Falcon is very well known for inventing new events. One such was called the Falcon Express. It was originally arranged as a sprint in 1959, at Snetterton but a clash of dates forced a re-think. The rules at the time said that a Driving Test must not exceed

FALCON CLUB



The Runner Bean

(Photo: Michael Leete)

200 yards in length, so with Snetterton providing so much space we laid out tests 199 yards long. The competitors loved it and the Falcon Express became a firm favourite.

FALCON CLUB

Another firm favourite event was born in 1967, called an Autopoint. This involved a series of mini Autocross courses set out in a field, the idea was to keep expenses down by running the event under an Autotest permit. I suppose today you would call it an All Forward Autotest. So successful was this event, that a couple of years after its conception, it attracted an entry of over sixty for a closed to club event.

In the late fifties, there were more and more clubs being formed. Falcon recognised the importance for these clubs to get together. Over a period of some eighteen months, our secretary Ron Warren wrote many letters to exchange views. Ron was able to call a meeting in early 1958. At the second meeting in July 1958, Falcon were one of twelve clubs who formed The London Counties Association Of Motor Clubs. Ron was Secretary of the Association for the first two years and Tucker was Chairman for several more.

By the time the club reached its 21st birthday in 1969, the calendar had grown and now included two sprints held at Duxford. Getting permission to use Duxford was always difficult, because the land was owned by the Ministry of Defence. Permission had to be sought from the Commanding Officer. Unfortunately the CO's post was constantly changing, which resulted either in double booking the venue or worse still a new incumbent who knew nothing about previous arrangements! Sprints at Duxford were suspended for about eighteen months when the site was used as a film set. A few years later, Duxford became the Museum for the RAF and all motor sport ended when the runway became operational again.

In the Autumn of 1969, Falcon found a new venue for a production car trial, Milk Hall Farm, Chesham. Milk Hall Farm was used for PCTs by other clubs as well as Falcon, but it's main claim to fame is that Tucker tested his idea for the MCC "Stop-and-Go" test here. This test was devised to replace the two and three second restarts, which had become unpopular due to the difficulty of recording short times. The new test involved stopping astride a line, then restarting and passing a further line further up the hill in a given time, thus establishing a longer time that could be recorded more accurately.

Another new venue used by Falcon that particular year was Tring Park. This picturesque venue was used by local clubs for many years. One Dudley Sterry was seen competing in his blown MG in Tring Park, shortly before the development of the new A41 and changes to the fencing, meant that another great venue lost. In the seventies, The Guy Fawkes Trial was still using classic hills in the Cotswolds such as Nailsworth Ladder and in the Ebworth woods. Sadly by the late 70's the 'Fawkes was suffering from a lack of organisers, which meant that it also became a Production Car Trial, as nobody was prepared to travel the long distances involved in setting up a classic type event. This lack of enthusiasm meant this trial went the same way as the March Hare and became another PCT. Another new venue at Bury Farm Houghton Conquest meant we now had three venues for PCTs.

By 1981 Falcon had started on a slippery slope, which many thought would result in the club fading away. Despite finding a new venue for a sprint at RAF Upwood, interest in sprints couldn't be sustained. A serious and unexplained lack of entries saw

the end of our trials as well. In a bid to stimulate interest in trials, Tucker ran a Conducted Trial in the Berkhamsted area, again with little interest.

FALCON CLUB

Then in 1982 the club suffered another devastating blow when Knebworth Park announced its intention to redevelop the site used for our Autocrosses. A frantic search began to find new home for the Autocross. After several false alarms, the club approached Chess Valley MC with a view to use their Mursley venue. They agreed and Mursley became the new home to Falcon Autocross. By now the only other events we were running were Closed to Club Autotests. With a falling membership it was becoming more and more difficult to attract entries. The Autocrosses were somehow successful. Regular friends of the club turned up to marshal, and our Clerk of the Course, Terry Fisher, would travel from his home in Barnsley, to take charge. To help with costs we were joined by the Mini Cross Drivers Association, who put on their own event in between the Autocross runs.

By 1994 the club was at its lowest ebb. Membership had fallen to thirty seven with only one or two attending club nights. Despite this we still managed to run one Autocross and five Autotests. Then came the salvation. Local trials enthusiasts were feeling their needs were not being met at other local clubs and held a meeting to canvass opinions. Falcon representatives suggested that Tucker's old club could be used as the focus for local trials activity and the rest is history.

Within weeks Falcon ran its first PCT for many years at Edlesborough near Dunstable, then in May a trial held at Great Brickhill, was titled "The March Hare Trial". By the end of that year the membership had risen to sixty four. It was decided not to run an Autocross in 1996 as there were no club members doing Autocross any more. However, a small team of marshals went to do their stuff on Baddaford Lane, on the MCC's Exeter Trial, and for the past two years have marshalled Clinton on the same event, braved Bareleg on last year's Edinburgh and provided a big team on this year's Crackington. All this in addition to having an average of seventeen crews on recent MCC events.

Today Falcon has one of the most active trials memberships in the country. There were forty Falcon members either competing, marshalling or organising on last year's Edinburgh Trial, with the same number expected this year. Membership is now a 100 strong, and, earlier this year, Falcon ran its first RAC Championship Production Car Trial at Brickhill, which attracted an entry of over forty. Club nights are now regularly well supported and an Autotest series attracts a good entry for every event. Earlier this year the club experimented by running single venue "Mini-Classic" at Edlesborough, and there are tentative plans to run a real road Classic in the Hertfordshire and Bedfordshire in 1999.

Three years ago Falcon was on the verge of folding. Today things couldn't be more different. The commitment and enthusiasm brought to the club by the new members has turned the club around. This couldn't have been more evident than on the Birthday Run, where the atmosphere was full of optimism for the future. Happy 50th Birthday Falcon.

Falcon's Fiftieth Birthday Run

by Michael Leete

The best part of a hundred Falcons, family and friends celebrated the Club's 50th birthday with a "celebration run" on the 28th June. The route started at "The Crown and Falcon" in Puckeridge, where it all began back in 1948. Then it was off through the Hertfordshire countryside for a barbecue at Shooters, via as many of the club's old venues as Mike Furse and Mike Hayward could fit in. The trials types were able to indulge in a little off-road work, as four "sections" were included, although as the run was a non-competitive occasion I probably shouldn't call them that!

We had a fantastic variety of cars assembled at the start, representing most aspects of clubman machinery. Original Falconer Derek Fleming was driving Primrose, lovingly prepared for the occasion by its custodian Neil Bray, who was behind the wheel of his modern Skoda trials iron. We were also privileged to have The Runner Bean taking part, driven all the way up from Cornwall by Clive Kalber. How lovely it was to see this famous car back in its home area. The Bean was built by John Tucker-Peake and was often driven by his son Adrian, who came down from Bromsgrove for the run.

Then there was a whole variety of kit and home-built cars. There were no less than four of the Cambridge built Dellow Replicas and derivatives, in the hands of Geoff Jackson, Reg Taylor, Mike Pearson and Clive Booth. Joint organiser Mike Furse was in his Racecorp and Simon and Matt Robson had Mike's old Tempest. Neil Masters was in his Locust, now very familiar at our Autotests. There were quite a few other Lotus 7 derivatives, one of which had the misfortune to hole its sump on the way to Puckeridge. I suppose that's always a risk with such a low slung machine.

On the way to the outskirts of Stevenage the route passed many of the old Autotest venues, so familiar to senior members, before coming to the "The Chequers" where the club met for so long. Then came Knebworth Park, the scene of so much club activity in the 70's. Then came the first off-road section, a nice gentle up-hill track near the Rush Green scrap-yard. This was a bit over-grown but was quite smooth although a bit muddy at the top. This gave the Leete family their first taste of a Classic style section and a Classic style technical problem when the undergrowth pulled the heater linkage away from its mounting, necessitating Michael getting the tools out to fix it up out of harm's way. This was shortly followed by another track down into Whitwell. This was nice and rutted with a fair bit of mud. It was run down hill which may have been just as well without any recovery! Uphill this could qualify as an interesting section if we could run a real classic in the area.

Skirting Luton, and passing Kensworth and Edlesborough, there was a rest halt at the Eaton Bray fishery where a super cream tea was on offer. This had been prepared by Dorinda Pearson and family and was served up by the local scouts. The off-roaders were full of how they had enjoyed the sections but there were some surprisingly clean trials machines who had given them a miss, preferring to take in lunch at one of the local hostleries!

FALCON 50th RUN

Cliff and Gill Morrell had experienced problems with a half shaft pulling out on their 1954 Sunbeam Talbot, but with some help from Arnold Lane had managed to fix it so they could continue. Derek Fleming was really enjoying his outing in Primrose, revelling in the extra power of its present Kent engine compared to the original side valve! Lyn Camp had been having problems with drive belts on her Rover V8 trike and having got through two, and having only one left, decided to head for home and go to the finish in her daily driver. The trike really was some fantastic machine. I wonder what the MCC would say if she entered it in class E!

Then it was up on to the Downs for another off-road section at Nettleden. Tunnel Hill was very nice to drive. The steep walls either side of the track made it very exciting and there were some super ruts near the top to spice things up. Arnold and Andrea Lane were enjoying the off-road bits in their PCT prepared Mini, running near the back they ran into a restless local and had to indulge in some PR work, with help from Mike Pearson. Tunnel Hill was one of the hills used by Tucker when he ran a conducted trial in 1981.

The route then explored very narrow lanes as it circled Tring Park, going up the famous Aston Hill and passing Dancers End, another pre-war hill climb venue. There were a few red faces here as a few well known trials navigators got well and truly lost! Hill Farm was the final off-road track, another section from Tucker's conducted trial. This was nice and boggy at the bottom before a tree rooty, overgrown track. Another potential section!

The day finished with a barbecue at Shooters, with President Ron Warren cutting the birthday cake. We had been lucky with the weather but it was a little cold for mere mortals to take a dip in the pool although Kevin wasn't put off! A super day. Let's not wait another fifty years for the next one!



Ron cutting the cake (Photo: Michael Leete)

Derek Fleming's Primrose

by Michael Leete



Primrose

(Photo: Michael Leete)

Our birthday run reunited original "Falconer" team member Derek Fleming with his old trials car Primrose. Derek and his fellow team members, Tucker and Ron Warren were a very successful combination, winning the MCC team award on several occasions.

THE STORY OF PRIMROSE IS QUITE FASCINATING. Back in the 60's Derek was in the motor trade when Tucker talked him into competing in the Lands End with a brand new Minx. A look underneath afterwards showed Derek how unsuitable this particular car was for trialling! The poor old petrol tank and underside were looking decidedly secondhand after their battering on the Cornish rocks.

While looking at the damage to the Minx, Derek found out a pal had

smashed up his XK 120. He acquired the wreck, but the only usable bit was the bonnet. Derek had often talked about building a trials special but had never actually got round to starting it. Then one day he came back from lunch to find his mechanics had propped up the XK bonnet and laid out four wheels and an axle round it, and that's how Primrose started. It isn't just the bonnet that makes the old car so distinctive. Derek also built her with independent front suspension which was very unusual at the time. The parts came from a Standard 10. Primrose is very well made. The wings are beautifully finished with rolled wired edges. The rear lights are another nice feature. When Derek finished the car the chassis stuck out from the body a bit so he wanted to set the rear lights back. The delectable looking housings are in fact cut down oil filter canister cylinders! Another nice touch is the rear number plate. It looks frightfully low and vulnerable. Until you realise it is hinged, rising out of harm's way when the ruts come along.

How did the car get its name? Originally Derek entered it as a Ford Special. Having built the car in his spare time his wife had been left on her own a lot. They were looking forward to spending time together on the events, but when the first one came along his wife wasn't at all thrilled. It was a cold Lands End, and the car didn't have a heater yet. But when the day dawned and they were going down all those narrow Cornish lanes all the primroses were out in the hedges. The Secretary of the Event,

Jack Davis, must have heard them talking about it because although Derek entered the next event as a "Ford Special" the Secretary put "Primrose" on the entry list and the name stuck. When Derek was building the car people often asked him what colour he was going to paint it. Something exciting like British Racing Green? No "nothing gaudy" said Derek "just plain old yellow and black" So when he finished it he had to paint it yellow and black. Derek is delighted that Primrose is still active, so many other specials were left to languish under a tree and rust away. Although Derek still owns her, Primrose has been on loan to Neil Bray for many years. Neil fitted a modern cross flow engine and a roll bar, using the old car on the classics for many years before going Class 4 with a Skoda on some events to avoid the restarts!

The barbecue after the run gave Derek and Ron Warren the opportunity to reminisce about their competition career. Derek won the Guy Fawkes in Primrose one year and also the Badderely on the Lands End a number of times.

Ron remembers when you had to register as a triple contender. Ron got three first class awards one year but no triple because he hadn't registered. Reggie Marrions was Club Captain and stood no nonsense, rules are rules. Then Ron recalled one Exeter when the engine of his Dellow cried enough and he took it to a local garage. The mechanics fell on the car and quickly removed the engine. They had to fit a new piston and four exchange con-rods. Ron missed a section by about ten minutes but went on to do the rest of the trial. Ron and Derek talked about another Falcon members special "The Lawford". This was a real fly-weight that challenged Derek in Primrose on one Guy Fawkes. It was built by Mike Lawrence and "Lawford" came from "The Lawrence-Ford Special". They were both clean on the sections but Derek was quicker on the special tests. He reckoned it was all down to his gear ratios Mike had a box from an "eight" while Derek's was from a "ten". It was super to see car and builder reunited again. Derek certainly enjoyed himself. Who knows we may yet see him on another Lands End.

Marlin Meanderings - The Taw & Torridge Trial, 13th Sept 98 by MARILYN THE MARLIN

I knew that I was to start real work again - a girl does not get given expensive gifts for nothing, and here I was fitted with two new tyres and even given an oil change. So there I was having a snooze in the garage (yes I have that coveted space) when I was awoken to be loaded with the usual paraphernalia. We set off into the early dawn and I was really feeling sprightly. We arrived at The Honey Farm (great bacon butties, I hear) straight to scrutineering, I passed, of course (it's usually my indicators that don't work - I do like flashing at all of those clean Range Rovers.) Then I was parked whilst "they" signed on - wow! sandwiched between two macho VW Bajas - they seemed alright - for foreigners!

Off we went, the first section was Hunstone Woods and the first queue of the day - Mal reduced tyre pressures, 15psi doesn't make the earth move for me. Restart - what restart? - failed. Ah well, it's early in the day yet. Still in the woods for Section 2 - ah that's better - bit in, and got off the restart, thank goodness. Section 3, Bray Hill was

cancelled so on to Rivoton - the weather's not too bad, in fact could be a fine day, now that we have got over a small shower. Oh goodness I know that we females are supposed to like mud packs - but this was a mud bath! Classes A,B,C,D, 7 & 8 had a deviation through the mud and a sharp left hand bend up the slope - no way Jose - I hear that no Class 7 made it - but perhaps that was only said so as not to make me feel so bad!

TAW & TORRIDGE

On to Kingford - described as old drive to house, with hairpin bends and steep exit - bet they didn't get a lot of visitors. Queued here - someone advised us that minimum tyre pressures had been abolished - only after this hill though! - only made it to the 2 marker as I had this fatal attraction for a tree! Luckily Mal stepped on my brake in time. I had to turn around, go part way down the next section Colnbrook Wood, the wrong way, before turning to attempt. That was better - Mal put his foot down and I went like a bat out of hell. Clear at last. Windscreen very mud splattered - Mal can't see where to go - never mind I'm in control - I think.

On to the halfway halt - knew where it was, been there before - but so surprised by the car boot sale that I missed the entrance. Short break of 15 minutes and off we go again - Emergency stop! very windy and Mal's lost his baseball cap - have to retrieve it - very sentimental. Tuckers Mill, a steep straight climb on a forest track, a little sticky but clear again (no restart). On to Special Test 1 - first thing to note - don't get too close to the car in front - Roger Bricknell and his Vincent did and got absolutely splattered. However, with great aplomb he managed to clean every thing off and did his drive in a very dignified and quick, but muddy manner. My turn to attempt the special test next, Mal does it the easy way, straight to line B, reverse to line C, avoiding the deeper mud.

On to Watergate Woods - stony track and cleared the restart. Short wait whilst the two competitors in front changed wheels due to punctures. I had gone down to 7psi and just managed to keep my tyres on the rims. Langtree Common with no restart presented no problems, and on to Butterfly Lane - must be named after the swimming stroke - very wet getting there - and on the section water and mud came up over the windscreen giving Mal and Donny a quick shower - good fun this trialling!

They say pride comes before a fall and Abbots Track was my undoing - it said level start across stream, gentle climb on rough rocky track, bank into field. Well off I went into the stream, turn right - whoops not right enough and there I was heading for a tree again. Mal stopped me in time, but had to reverse me back to get the right line of approach, wishful thinking that no-one had noticed! A 12 - the air is blue - well what's a girl to do - there are two of them in the car - and if "they" can't get it right, who can? Just carry on as if nothing had happened and try to get into the field - very sticky, but made it. On to Cutcliffe Lane - remembered this one from the Lands End. Failed the restart - could have done it if "they" had bounced from side to side and not up and down - never mind, reversed back yet again and on I went. Special Test 2 continued the afternoon's disasters - tried to stop at B - honest - but missed.

Cleared Leigh Woods and the restart - had to wait at the top before coming back down the section with other competitors. Oh what another disaster - I think Mal thought that he had missed opening time and was going a touch too fast and I started to slide

down the section towards one of the Bajas - took avoiding action and ended up embedded sideways. Never mind that knight in shining - sorry, muddy armour, the Baja, came back up to rescue me, got me hooked up and towed me out sideways - very undignified - but still in one piece - thank you. Only one more section Crossleigh with yet another restart blow, rolled back again - not my day. On to the finish and be made respectable. I am encased in mud, from headlight to tail light.

On the whole, despite all the human errors, I had an enjoyable day - the sun shone, the mud squelched - and the marshals were all very understanding even when I sprayed them with mud - thanks to all the marshals and organisers of the event, I'm sure all the other human and wheeled competitors enjoyed themselves too.

FROM THE ARCHIVES

To Edinburgh Under New Conditions - MCC Whitsun Classic Run on Rally-cum-Trial Lines Proves Strenuous but Not Unduly Difficult in Spite of New Hills and Bad Weather

(A report of the 1935 Edinburgh Trial, courtesy of the Light Car magazine)

The 28th Edinburgh Trial, run off on Friday and Saturday last, will go down in the annals of MCC trials history as being quite unlike any of its predecessors. Many factors went to make it memorable. For one thing, the plan of having three starting points (Carlisle, Stratford-on-Avon and London) was new; for another, the club had introduced a new idea (for the Edinburgh) of limiting the trial proper to the section between breakfast and lunch stops, and running the rest on more or less go-as-you-please rally lines; for a third, three of the four observed hills (Summer Lodge, Wrynose Pass, and Hard Knott Pass) were new; and finally, the weather contributed its quota to the differences by providing real variety.

The weather, in fact, needs a paragraph to itself. Throughout the night a strong south-westerly gale buffeted competitors and showed an impish facility for finding its way through cracks in saloon windows or chinks in open-car drivers' clothing, not to mention the tricks it played with steering; but it remained fine. Then, in the Lakes, it gave a most convincing of how those lakes came to be there. Finally, it relented, the clouds disappeared, and spells of bright sunshine accompanied competitors on their last lap from Carlisle to Edinburgh.

Taken on the whole, this year's 'Edinburgh' was not really a difficult trial, but it was certainly a strenuous one, and the added mileage, together with the weather, made it one of the most tiring of the series. A fairly accurate gauge of its difficulty, incidentally, is given by the following statistics:- Of the 191 cars and three-wheelers entered, 177 started, 156 finished, and of these 110 claimed premier awards. Of the new hills, Summer Lodge proved the most difficult and over 40 competitors succumbed to its loose surface, sharp S bend and fairly stiff gradient; but Park Rash claimed some victims also - more, in fact, than was expected. Wrynose was an unpleasant proposition by reason of the deep mud and jagged boulders on the loops of the old

road, whilst Hard Knott gave competitors plenty of practice in taking hairpins, but its restarting test was not unduly severe.

The night runs from the three starting points were comparatively uneventful, but the weather, as already indicated made everyone very glad to reach the Granby Hotel at Harrogate for breakfast. From this point it is a pleasant run of only 32 miles to the first observed hill, Park Rash, which seems rather too be losing its reputation as a 'terror'. The deep layer of loose stones has given place to a comparatively solid, albeit bumpy surface, and the cross gullies remain to test suspension systems, but, as was demonstrated last Saturday, almost any modern light car will climb the hill with ease. Of the three-wheeler contingent only S A J Hunting (990 Morgan) failed to make a clean climb. His engine seemed to have lost a number of 'horses', but having been pushed round the hairpin he got away fairly easily. G H Goodall and his son, 'WAG', came up well in their Morgan's, whilst E F Cope and G A Norchi demonstrated BSA climbing powers. Amongst the light cars it is not easy to single out individual performances of merit as nearly all of them climbed well and speed is not, of course, a governing factor. Singer, Austin, MG, Morris, Standard, Riley, Triumph, Ford and so on - take your choice amongst the makes entered and for each good ascents can be recorded. If separate climbs are to be mentioned those made by W W Whitnall (Morris Minor), H C Hastings (Hillman Aero Minx) and A S Whiddington (Frazer Nash BMW) must appear on the list.

In the trial, so far as Park Rash was concerned, ran well to time. There were few delays and no non-competitors came along to cause balking. A high wind, unpleasantly cold reduced the usual number of spectators to a mere handful and even these few had left the hill before the last dozen or so competitors arrived. From the top of the Rash the fine but bumpy run over the moors led competitors down into Carleton and on through West Witton, Newbiggin and the foot of Askrigg Hill to Summer Lodge, the first of the new hills. Dust, which is sometimes trying on the moorland part of this section, was, fortunately, absent this time owing to the recent rains. There is ever an awe-inspiring quality attached to the unknown; so that Summer Lodge was approached with a good deal of trepidation by the majority of competitors. Their fears, however, were not particularly well founded, for neither in the wet state in which the early numbers found it, nor yet later, when the moisture had dried out, was the new hill anything really to worry about.

It consists of a long stony approach of good gradient, followed by sharpish right and left-hand corners right on top of each other; then comes another stretch of considerable steepness to the 'section ends' notice. All the way, and particularly on the bends, the surface is of loose dirt mingled with stones, small to medium. It is an eminently 'fair' hill, and Saturday's failures - there were not many - were caused either through definite power shortage or pure ham-handedness. Just for a change, the 'Cream Crackers' team of biscuit-coloured MG Midgets were not so very convincing. Toulmin being the exception; Bastock's and MacDermid's cars both sounded languid and went over the top quite without dash. The TT Magnettes, on the other hand, were well up to form; Lewis Welch, C W Nash and F Kindell all gave model exhibitions. With the approach of A L Mason (Singer Le Mans) the rather bored looking team of towing horses were pressed into action; the Singer, which had been going well right up to the second bend, suddenly seemed to lose heart - and that was that. However, the laugh of the day came when the same team went to the rescue of H I A Thomas (Morris

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Eight); finding so light a load behind them the two rear horses broke into a spirited gallop, so that the lead horse had all it could do to stay in the lead - and never once succeeded in registering tension on its trace-rope. Among the best shows of the day were those of two Morris Minors - J W Jenkinson's saloon and W W Whitnall's '£100' model; both bounded over the crest with a great show of power, the latter being particularly virile. Exceptions to the Riley clean climb rule were H G Martin and R G Bear; the latter's saloon, after failing on the lower corner and causing bystanders to call for equine aid, got going again just in time to meet the noble animals face to face on the second corner as they were coming down to meet the alleged derelict; once in harness they went up at a brisk trot, assisted by Riley horse-power.

A succession of beautiful climbs marked the arrival of the white-painted 'Candidi Provocatores' Singer Team; each was as good as the last - and that is saying a lot! Almost up to their faultless standard was the performance of G M Symons, whose blue Singer Nine purred contentedly to the summit without hesitation or undue wheelspin. It was, indeed such climbs as this that demonstrated the superfluity of hell-for-leather tactics ... and the easy-come-easy-go method somehow looks so much more impressive. The three-wheeler performances were somewhat mixed - some very good, others decidedly below par. in the former category G A Norchi (1,075 BSA) and S A J Hunting (990 Morgan) must be classed; both swirled up on a contemptuous whiff of gas. H M Hartop (1,000 Morgan), on the other hand, fell victim to some kind of engine trouble and reached the top at a rope's end, with the horse team blocking the landscape. R H Euston (990 Morgan) went over the brow by the skin of his teeth, to an accompaniment of resounding pinks from an engine which sounded as though it were getting slightly tired of all this hard labour.

After Summer Lodge, competitors joined last year's route, but in the opposite direction and ascended Askrigg, now tarred and innocuous. The route at this point made a complete loop and the earlier portion was followed in the opposite direction for a hundred yards or so before turning off for Sedburgh, Kendal and Windermere. This was a glorious semi-main road run through fine scenery, but those who looked ahead towards the Lake District and noted the ominous wisps of cloud nesting on the peaks knew what was coming in the way of weather. Soon after Ambleside, main roads were forsaken again for twisting, winding by-roads leading to Wrynose Pass, where local prophecy held that there would be only light showers if the wind held. The wind did not hold. After an hour of doubtfulness, real Lakeland rain gave a convincing demonstration of its penetrating powers.

Wrynose Pass is long and steep enough to bring most ordinary cars to bottom gear - and many of them to a standstill. Its surface now is princely compared with its state not long ago, but to compensate for that the MCC diverted competitors round two very sticky loops with two sharp corners apiece. On each there was a rock which must have earned its weight in gold. Nevertheless normal motorcars of modest type could make perfect climbs - as was proved by L W Jenkinson and W Whitnall driving Morris Minors, as well as by L R Swain in an Austin Seven. Many drivers made their own trouble by inordinate and untimely pressure on the accelerator pedal. Perhaps the most proficient climb of all was the neat, well-controlled and thoroughly certain ascent of E E Rednall (MG Magnette). Others who ran him close were G H Goodall (933

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Morgan), C E Stothert (995 Fiat Balilla), H F Deane (MG), C H Newman (972 Singer) and A B Langley driving what looked like F S Barnes's 1 1/2-litre Monte Carlo Rally Singer.

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Among the 'rough racers' on this occasion was his brother A H Langley (1,493 Singer), who entered the second loop too fast, struck a boulder and pushed his front axle back several inches, but continued non-stop for all that. R A MacDermid (MG) broadsided out of the first loop and entered the second one so rapidly that he, too, hit the rock, but was not able to keep moving. Among others who would have climbed better had they travelled more gently were H Heaton (Jowett), who actually *climbed* the same rock, E H Goodenough (MG) and R M Andrews (972 Singer). Two competitors owe their failure to inattention to business. C T Roness-Bordewich (1,089 Riley) was so evidently and naturally pleased with his successful negotiation of the first loop that he failed to notice the quite sufficient signals of an RAC guide until it was too late for him to make the turning into the second loop. A somewhat similar sense of satisfaction permitted R Littlewood-Clarke (2,986 Invicta) to take his eyes off the course. His car ran over a shallow bank and took a deal of hauling back on to the track. These little tragedies must not be taken as indicating that good driving was at a premium. Excellent exhibitions stand to the credit of the MG 'Musketees' (L A Welch, C W Nash and F Kjndell), D E Harris and E T Ingham (972 Singers), C V Wells (1,089 Riley) and R L Appleton (1,496 Frazer-Nash) amongst others.

The run through the mountains after Wrynose to Hard Knott, which lay only three miles away, would have been magnificent if only the weather had been fine. As it was, competitors were far too busy watching the road through the small arc cleaned by their screen wipers to notice scenery. Competitors were taken up the easier side of the hill and down the more difficult one to Boot. Moreover, the MCC had smoothed out the surface and chipped off the more difficult hairpin bends, so that in dry weather, for example, the day before the trial, Hard Knott was for the most part an easy enough climb. That estimate of the hill, however, leaves out of account the howling rainstorm which swept over it after the first few drivers were up, and continued unabated throughout the day; and added to this it was on Hard Knott that the stop and restart test was held, just below the most difficult bend. The line across which cars were stopped had to be cleared within 4 secs of the ingenious light signal giving the 'go' and the next 50 yds were timed in order to grade team performances. This being so, and considering that the restart was made by the later cars (in spite of the line being moved from time to time) from a porridge like takeoff, some useful performances were put up. Actually all the sports cars had power enough for the job, and even the touring cars with a good power-to-weight ratio made light of it. For example, R G Perceval (Ford V8) took only 1 sec to clear the line, a time which was equalled by R L Appleton's white Frazer-Nash. Several others took only 1 and a fifth seconds, including P K Potter (MG P-type), who, arriving at the hill first, clocked 11 and 1 fifth on the timed section, a time which was not beaten throughout the day. Admittedly this time was achieved in the best conditions, and no sensational times were made by the later drivers.

Amongst the teams one noticed neat performances by the all-white Singers, of which M H Lawson's car appeared to be quickest off the mark; by the 1 and a half litre crab-tracked Singers and the 'Three Musketeers' team of MGs; but the Evans MG Magnette team performance was marred by D G Evans, who came to rest astride line

B as well as astride line A. The tricky sinuous descent of the opposite side of Hard Knott has received considerable attention at the instigation of the MCC, with the result that several of the more dangerous drops have been banked for safety. From the foot the route led through Eskdale (alongside the comic miniature railway) and on through Calder Bridge and Cockermouth to Carlisle, where many were late arrivals for lunch. From this point to the finish there were no checks and most competitors managed to find time for quite a useful sleep before checking in at Edinburgh.

The 1995 Great Scott Trial

by Pat Toulmin

On the 26th and 27th May 1995 The Road Runner Club, under the direction of Kim Myers, organised a retrospective of the above featured London - Edinburgh Trial. Flushed with the success of the Cream Cracker on the 60th Anniversary of the London - Lands End Trial at Easter (six Cream Crackers finished in the medals, with a Gold for us), Jonathan decided to enter TJ 5000 in this event as well. It was a reconstruction, not a true trial, but still sounded very interesting.

When the paperwork arrived we realised that Kim had been having a lot of trouble trying to locate a copy of the original route book - even the MCC did not have one, so she had recruited the expertise of Donald Cowbourne to map where the trial probably went. Donald had been undertaking his usual meticulous research for his latest book "British Trial Drivers their Cars & Awards 1929-1939" and was able to make an excellent approximation of the route. However in this world it is often not what you know but WHO you know and Jonathan was able to get hold of a copy of the original route and we provided all the entrants with a copy at the start.

We were due to be car number 1, as it was the oldest first, however, TJ 5000 developed a worrying sounding noise two days before the run, and we decided to take the Marlin instead. We set out for Wrotham Park, which is now just inside the M25 circle, on the Friday evening, in hot sunshine and for some still unknown reason the Marlin decided to overheat. I think it does not like queuing. At Wrotham Park we were welcomed by Mr Robert Byng and the rest of the entry assembled. In 1935 Jonathan's father started from Stratford on Avon - we asked for this concession in 1995, but unfortunately it was not available! About 30 cars were to take part and of these about 20 were MGBs and modern Midgets.

We set off up the A1 towards Harrogate, where in 1935 the trial converged from its three starting venues. The weather was good and, due to the changes in the road over the years, we had no problems and the Marlin stopped overheating on the open road. We speculated how different this road must have been in 1935 - all those villages to negotiate and what must the surface have been like? We called in to see Jonathan's brother, who lives near Wetherby - he was out, but driving home he spotted us on the road and flagged us down. The Harrogate Moat House Hotel was reached around midnight for an excellent buffet style breakfast. The road over Blubberhouses to Kettlewell and on to Park Rash beckoned, but we decided it would be much better to tackle this in daylight and enjoy the wonderful views, so we found a comfortable seat or two in the hotel lobby and tried to sleep. Many of the MBGs set off

in the darkness to try to get to Edinburgh first. We left at about 3.30am, just before it was beginning to get light - and to spot with rain! Park Rash without a restart (we almost failed the restart on the MCC's End to End Trial despite its being on tarmac) was climbed without drama and the run down was very spectacular and quite exciting. I wondered how the MGBs had got on in the dark.

Summer Lodge was next and I think we were the only car to negotiate this part of the run successfully. Apart from ourselves and one of the modern MGs everyone else missed this out - it was a 'proper' trials hill and not on the official itinerary. However we were not able to fully follow the 1935 Route Book, which stated that this section should be 'NON-STOP to summit' - there was a gate across the track! The Midget had a go at the hill, but got stuck and had to be rescued by the farmer. From here it was on to the Lake District.

We stopped at the Little Chef at Ings for another breakfast. It had just begun to pour with rain, so we threw the tonneau cover on and headed for the dry. Two fellow 'Road Runners' with a T Type MG were already enjoying their meal. They left ahead of us and we were mildly amused watching them getting very wet putting up the hood. We expected to catch them up over Wynose and Hard Knott passes, but they had taken a wrong turning at the bottom of Wynose and were behind us. The rain was torrential over the passes and we were rather relieved that we had the 'modern' Marlin brakes - the road down Wynose was awash. The 'retrospective' didn't have to go this far and even repeat the pouring rain!! Luckily Jonathan knows this part of the world very well.

Next stop on the 1935 Route Card was the County Hotel in Carlisle for lunch. We managed to find the hotel and enjoyed a cup of coffee, while speculating what it might have been like in 1935 for the entrants - a couple of whiskies followed by a hearty meal with wine? The rest of the run to Edinburgh was uneventful and the rain had stopped. We followed the 1935 Route Card all the way from Harrogate and, except when we could not 'follow the tramlines' in the city, the instructions worked exceptionally well. There was a good supper for everyone at the King James Thistle Hotel and we all received a memento of the event. We had a great time, although I think that some of the entrants missed the point by trying to get to Edinburgh first - at the very least they missed all the wonderful scenery. What a difference from today's MCC trial's - only four hills

NB Donald Cowbourne's excellent book on 1930s trials was published this summer @ £36 and is available from : Smith Settle, Freepost LS5407, Otley, West Yorkshire, LS21 1YY. Tel : 01943 467958 Fax : 01943 850057.

Edinburgh Trial - the 205 at 181, 2nd October 1998 **by Adrian Tucker-Peake**

Friday the 1st was turning into a disaster! Preceding work commitments hosting Russian engineers left the fateful Friday for everything trial-wise. How many articles have we read which begin like this! Insurance? Certificate not arrived. Tax? Not yet. Car? No suspension, brakes or shakedown after summer mods. to the 'Pug'. But Dennis chooses just that moment to phone asking for a Restart report, so we'd better go hadn't we? The whole caboodle comes together, off axle stands and away down

the M5 for a midnight start at Strensham. Our first MCC run to Derbyshire since 1985. Son Andrew wrapped up snug and asleep in the back....then the engine dies. Liz secretly thinks "I'll see my bed tonight", but it's just a loose coil lead and what I deserve for a last minute rebuild.

John Sargeant and crew usher us all through scrutineering, warning "mind the trucks storming off the motorway!" then it's away for a steady tour of the urban Midlands by night. In Nuneaton the Law have their hands full of night-clubbers, a contrast to the serene moonlit runs over Salisbury Plain on the western trials. More scrutineering on the A5, within a mile of the motor industry's research centre and proving grounds, then north to Ashbourne and the misty Dove valley. Along with many others we kill 20 minutes or so catching a quick zizz in a layby, then trundle up to Agnes Meadow. A smooth enough passage for Andrew to remain 'blotto' across the back seat. Penalty for early arrival at the Salt Box, so all roads leading hence are sprinkled with languishing crews trying not to upset households and traffic: an unfortunate consequence of a sedentary time schedule dictated by our governing body.

Giles Greenslade has little time for the hearty breakfast, forced to hot wire his Beetle after breaking off the key. We arrive at Clough Wood as the morning brightens: a good filming day, but the TV crew are shuffling back down having naively arrived in road cars and become stuck. Scanning the programme, I hope Steve Cropley (Autocar) number 139, better represents the press. Safely to the top, we encounter our only mechanical failure, the footpump disintegrates! Prompt help from John Ludford, then we buy a replacement at the Bakewell Pet Shop (really, have a look).

Slithering down towards Litton, the sun is on it but few are leaving the line. Those who do, have upsets coming down - we look up to see Peter Jones' passenger take a tumble as the MG slews to a halt. Tyres well down, Liz well forward, Andrew wide awake....and we're pleased to accelerate. The "A" boards beckon, but we stop on the rocks. A clean here is always an achievement and of course this year's scant 4 Triples are at risk. Running down through the escape gate, we meet and help reverse an ambitious spectator, spinning to a halt in his Montego - know the feeling!

To Swan Rake, severely washed out by Nature's spring rains, featuring a horrifying succession of boulders - more Rubicon Trail than Byway. Surprisingly grippy though, so we're clean, after Liz slips in some PR with the farmer, who's impressed with the standard of vehicles and organisation compared with other weekend off-road visitors to the Rakes. Up to the moors and through the splash at Jim Travers' Bareleg - is this where the Teletubby on Clive Cooke's 'Piglet' suffered a soaking? Turn right at Jenkins Chapel: wonder how the section is having marshalled it 3 years ago in continuous rain! Sprint through Old Longhill, with the crew shouting "astride, astride!" as the engine still accelerates.

Arrive on time at the slick Marquis control: time for a snack, chat and game of conkers with the lad. Over the road for a fiver of juice (big spender, but the tank's at the back), then Radio Bamford summons to us to Lawrie Knight and Greg Warren. Thomas Bricknell is balked just away from the line, so gallantly rolls back for a proper go and a proper 'clean'. Cautious about the steps I choose moderate pressures: but 13 years have dulled memories of the hill's fearsome gradient and we spin to a halt on the

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greasy concrete. So that's why our Pop pictures always had front wheels in the air!

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More PR for Liz with a mountain biker at Haggside, whilst the crafty Bricknells offer lightning response to the desperate call for pushers on the hidden restart line. If it's as rocky as they suggest, we'll put our rear wheels in the box thank you. Scrabble safely through here, then Andrew begins gatekeeping practise ready for Putwell. Hucklow was 'great', until the 'all classes' ramp out which brought us to an abrupt halt. Well done the 2 FWDs who made it. Pumping up at the top, we find the tyres creeping round the rims, so swap front and rear wheels.

Jacob's Ladder I recognise from my 1980's OS119 explorations, noted then as 'too rocky'! Huh! Quite characteristic of this trial, even if it is knocking the old Pop about, according to Clive, its new owner. Marshals Arrowsmith relate their exasperating arguments with a local objector: a thought here, should part of the Chief Official's package be some authoritative guidelines for occasions like these, including references to county highways, police and RAC sanction, National Park approval, parish council blessing etc.? Unsuitable for Motors is a phrase equally applicable to an unmade road as to Scotland's A939 in winter - challenging but quite legal!

Via beautiful Monsal Dale, Derbyshire at its finest in the sun, to approach and clean the Putwells, passing an ebullient John Hayes, and on to finish merely 30 minutes late. Once upon a time we were still marshalling Haydale at 10 pm, so well done Clerks, marshals, stewards and co. At the Robin Hood, a welcome unwind for the 4 Triplets, including Dave Haizelden for getting a FWD to places many 4WD owners wouldn't dare.

Terry Coventry

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The MCC Edinburgh in the Fiat 850, 2nd October 1998

by Brian Alexander

First about the car. To me all motorsport is primarily about cars. It is, after all, the car that wins the event (or doesn't). As has been said about Formula 1, the driver is really only a component, he can always be changed. I am always upset by a published set of results which lists only the drivers' names, to an outsider this is meaningless. How many, like me, only get to know people by the cars they drive? So why a Fiat 850? So often am I asked this question, usually by people who dismiss all Fiats as rust heaps. I find this somewhat blinkered view rather sad. I have owned a series of Fiats over 35 years and rust has, surprisingly, never been a serious problem, but in this time I have become so appreciative of their other virtues, far too numerous to record in this article, that it has become something of a mission in life to achieve some recognition for the talents of the engineers who still, apparently, held sway at Fiat at a time when most of the British car industry appeared to be ruled by non-technical managers, accountants and salesmen.

What better way, then, than to tackle the classic trials world using the most humble and basic 850 saloon, in as near as possible standard trim and using only bog standard variations available in the 850 range (with the exception of longer rear springs, shockers and sump guard) and demonstrate its off road capabilities of ruggedness and reliability. So far it has survived around 35 classic trials (and PCTs too numerous to count), failing to finish in only 4, and apart from a couple of clutches and two very high mileage gearboxes, it is still on most of its original running gear. Although well battered and patched all body panels are still original and intact, which, for a 25 year old car, must do something towards undermining the rust heap theory. Neither can its mechanical longevity be attributed to gentle driving, as many passengers and observers will probably testify!

Its previous record on the Edinburgh has been four starts, four finishes, 1 Bronze, 1 Silver and 1 Gold. For 1998 I have a new navigator, my 14 year old Grandson, Andrew, on his first ever classic trial. The first, and for my part, one of the biggest challenges of the event, getting to the start at Toddington in good time, complete with all documentation, spares, tools, food and everything working, was successfully achieved and, running No 129, we were able to relax while cruising up the A5. Andrew was getting used to following the Route Card and the Fiat was running sweetly, with its latest gearbox (found in a garden near Bickleigh, as a result of a lead provided by Mike Furse) proving so much quieter than either of its predecessors. By the time we had reached Hinckley most traffic had disappeared, other than the spaced out train of competitors' rear lights ahead of us, snaking into the distance on this fine, clear moonlit night. At the time control we were well ahead of schedule, and, whilst queuing for petrol, we found ourselves being filmed by a camera crew.

All was still going well as we approached Agnes Meadow, however, after joining the queue for this section, the engine stopped and on restarting it began to behave erratically. It was not possible to investigate, as we would have blocked the section, so we had no choice other than to attempt the hill. By a stroke of fortune Agnes Meadow was one of the easiest sections and, in spite of a spluttering engine, which almost cut out several times, we made it(just)..... to the top, where it stopped completely and

refused to restart. While Andrew was pumping up the tyres and I was peering desperately into the dark void of the bonnet by torchlight, looking for clues to the problem, we were descended upon by the camera crew again. "May we film you?" they asked politely. "Who are you filming for?" I replied -

"Sky TV". Oh my god, just what I don't need at this moment, evidence of my beloved Fiat's unreliability broadcast worldwide - Oh No! However the crew were very useful, shining their lights into the bonnet, whilst I rummaged in desperation, born of near panic. "Have you checked for a spark?" Of course why didn't I think of this in the first place, well it was four o'clock in the morning. Sure enough no spark, surely it could not be that new electronic coil I had fitted? Well I had to start somewhere and I had a spare coil in the boot - tools out to undo the coil mountings - what's this? - nut already undone, earth bonding wire flopping about, who didn't tighten it up properly? Two or three turns of the spanner and we are back in business - I hope they don't use that bit of film! So we were off again to the breakfast stop at Hatton, where our friends from Sky were again in evidence at the Salt Box, filming kitchen staff and close ups of steaming greasy breakfasts and sleepy eyed competitors.

Then we were off on the serious business. Clough Wood was no problem and we cleared with power to spare, the motor now running beautifully & inspiring confidence. So it was on to the dreaded Litton Slack. The Derbyshire scenery is at its very best here and the views were magnificent in the early morning sunshine, however the peace of the countryside was rudely shattered by the crescendo of over revving engines, as they struggled for grip on the infamous glutinous ruts. Here we indulged in the luxury of a splendid view of earlier competitors tackling the climb. The FWD cars were in all sorts of trouble, as was a Morgan, the 2CVs struggled valiantly for grip, but a Dellow absolutely flew up, as did Bob Saunders' fantastic sounding Mazda powered Imp. Jim Scott's Class 4 Imp appeared to have no problem at all, but Stuart Cairney's broke a drive shaft do'nut immediately after leaving the line. Our turn, the Fiat got away well, but after initially gaining momentum, I felt we were beginning to bog down and I decided to try my luck on the grass, bad idea, the rear wheels refused to follow and we slewed sideways to a halt. Another lesson learnt the hard way, Goodbye Gold.

I do not recall much about Swan Rake, except that it was steep and very rocky, handing out much punishment to the poor old Fiat's sumpguard and softer underparts. The approach to Barleg was down a steep track with three ruts, which were not at all compatible with the 850's wheel track. We were in all sorts of trouble climbing in and out of the ruts and ended up mounting the bank at the side and coming perilously close to rolling it. I think Andrew's reaction of climbing over on to my side as we teetered on two wheels was the only thing that stopped us going over. We managed to reverse off very tentatively and regain the track. After this, by comparison, the section itself presented little problem.

The Old Longhill Special Test was completed successfully, if not as quickly as it should have been, as the engine fluffed out twice on high revs. This is an, as yet, unresolved problem which only manifests itself on the later stages of a trial. It is something to do with Weber carbs, I think. We had to go back and help push out a following Morgan, which had got itself stuck immovably in the restart box. Next it was on to lunch at the Marquis of Granby and to join the queue for Bamford Clough. This was the only time we had to wait for more than a few minutes all day, which says

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much for the organisers. Bamford was in a more benevolent mood than usual and it was surprisingly dry, with lots of grip. However, no one can say it was easy and one had to be very brave (or mad) to charge over those rocky steps and gullies without lifting off, knowing that to do so is a certain failure. The Fiat climbs well, bounding across the steps, completely airborne in places, the engine not faltering and we still have momentum as we clear the section, albeit at the expense of a badly battered sumpguard. Great exultation - a medal should be on.

EDINBURGH TRIAL

Haggside was next and we were in high spirits as the gallant 850 made light of the tricky restart, crashing over the vicious rocky steps to another clean. Back at the Marquis we top up with fuel and exchange experiences with our West Country friends from the Strensham start and then set off for Great Hucklow. Here is a new challenge - we have to tackle the steep section off to the left, normally only attempted by Classes 7 & 8, and there is a restart! It looks impossible, but as we shoot off the restart there is grip and it looks as if we are going up. Then there is a momentary hesitation from the engine (it really does pick its moments) and we lose momentum. There goes our Silver. At Jacob's Ladder the car is going as well as ever and we romp to the top. Next is the second timed test at Deep Rake. This one is a bit tricky, with a tight 180° corner over a steep bank, which seems to upset the carb again. Having stopped in the box it seemed to flood and it took ages to pick up. Never mind it's all academic now. Putwell 1 seemed much easier than last year, but Putwell 2 nearly lost us our Bronze when I came to rest on a loose boulder, almost causing a run back.

All that remained now was the drive back to Buxton and the Finish, with the navigator showing his first signs of fatigue. We arrive bang on schedule, having had a splendid day, with no hold ups or delays - full compliments to the organisers. Above all the little Fiat has done it again. A flickering oil light and an ever increasing oil leak on the way home to Devon seemed ominous, but all sounded well, and the problem turned out to be a dislodged oil switch lead and a damaged sump plug. As for young Andrew, he was asleep as soon as he sat on the bed at the digs and could not be roused until the next morning, 14 hours later.



An Excellent Edinburgh - A Falcon's Eye View

by Michael Leete

Once again we had a huge participation in the Edinburgh. Nineteen of the entry had at least one Falcon crew member. We ran a hill and Tom Goggin was Assistant Clerk of the Course. Falcon members were pretty successful too and it looks like we will have nine 'golds'.

THE OVERNIGHT RUN

All of the Falcon crews started from Toddington, the first away, well before midnight on a nice evening. There had been quite a bit of rain earlier in the week and the marshals at the start were full of cheer, telling tales of washed out sections! We had a couple of non-starters. Mike Furse didn't take part because illness in the family and in the event Alan Bellamy didn't turn up with either the Brasilia or his type 3 Fastback, otherwise we were all present and correct. Scrutineering at Toddington was quite a simple affair, seemingly consisting of checking the car was the same colour as stated on the MOT certificate! Then it was off for a couple of hours drive up the A5 to Atherstone for yet more scrutineering, this time for eligibility. This too was quite painless and we were all soon back on the A5 again.

A SECTION IN THE DARK

On and on up the A5 drove the Falcons. Through Brownhills and up to Cannock Chase. If the route had gone much further west it would have reached the Mersey! Finally it turned north up the A515 through Ashbourne to Agnes Meadow which everyone would attempt in the dark. Fred Gregory hit trouble on the approach track when his Dutton coughed and died. Fred and Pete Stafford had been noticing the lights getting dimmer and dimmer and now it wouldn't restart. Fortunately help was at hand and a host of Falcons gave him a backward push to bump start. Once away Fred found that the alternator would only charge at high revs, so he kept them up for the rest of the event! The hill itself didn't present any problems, providing a nice gentle warm up for what was to come! Then it was back through Ashbourne and South down the A511 to Hatton for breakfast. But not before an hour and a half's kip in a lay-by for most people, as early arrival was penalised and the time schedule was pretty slack.

BREAKFAST AT THE SALT BOX

Breakfast was up to standard for those that had time to eat it. Colin Stephens had work to do on his car. The Dutton special had been running badly for some time and Colin solicited the opinion of his clubmates at the Salt Box. Popular opinion was that the coil was at fault and one was procured from the dark recesses of someone's toolbox. It was soon cable tied into place by Dave Nash and the Dutton fired up OK. Luck wasn't on Colin's side though, because twenty miles up the road she conked out again. This time Colin diagnosed the carb was at fault and being one of Mr Ford's more grotty ones decided not to attempt fixing it but to find a replacement. This was located in a nearby scrapyard. But all this took time and Colin and Kevin missed out some sections, rejoining the route at Bamford and going on to enjoy the rest of the hills.

HEARTBREAK ON LITTON SLACK

Clough Wood didn't present any problems so it was on to Litton with the dew still on the ground. The descent down to the start was as hairy as ever. Even Mike Furse in his Four Wheel Drive was nervous. All our Dellow-inspired Class 8s made the top in fine style, and so did Dave Nash and Fred Gregory. Peter and Christine Manning weren't so lucky in their Midget, they didn't build enough road speed and as Peter said it was a case of "so near and yet so far". The Skodas in Class 4 both cleaned it OK and so did Neil Birkett in Murray MacDonald's Beetle. Michael Leete and Mike Hayward fluffed on the line when Michael didn't get the revs up enough on his new 1300 engine. The marshal let him have another go though and he stormed to the top. Our other Class 4s weren't so lucky. Brian Alexander didn't make the top and neither did Stuart and Andrew Cairney in their Imp when a drive shaft bolt broke and the dreaded do'nuts burst asunder. Being a good Imp man Stuart had a spare and they were able to carry on. Brian Alexander couldn't get his Fiat out of the top, despite the bouncing efforts of the third generation of the Alexander family, neither could Peter Mountain in possibly his last drive in his Skoda. Peter left the line in fine style but the wheels were spinning too much. Peter didn't ease off and came to a halt, tyres smoking, by the trees where the gradient increases so deceptively.

THE ROUTE DIVIDES

The route divided at the next section. Classes 7 & 8 tackled Lymer Rake, a long rocky section that has not been used on the Edinburgh for many years. All the Falcons got to the top OK but not completely intact, as Reg Taylor suffered a puncture and broke the bracket holding one of the rear wings. This was certainly one tough section and everyone didn't make it, including Simon Woodall in his VW Baja. Instead of tackling Lymer Rake the other classes forked right and went up Swan Rake, not so steep but certainly rocky and giving Neil Bray his first puncture of the day. Then it was off to Corkscrew or Bareleg, depending on your class and the special test on Old Long Hill before the Marquis.



Simon & Matt Robson emerge from Swan Rake

(Photo: Michael Leete)

THE MARQUIS IMPROVES

The holding control at The Marquis of Granby has been a nightmare in recent years. Competitors pushing, shoving and almost coming to blows as they staked their claim to get to the head of the line. It was certainly different this year. The MCC Committee were there in strength, leading from the front and organising competitors in tidy lines to ensure we left in the order we arrived. There was a certain amount of fettle going on. Mike Pearson had lost a shock absorber bolt and was searching for a replacement. He found that the ones securing Murray's lead ballast inside his bumper were just the right size and the Beetle's ballast was held by two fastenings instead of three for the rest of the event. Neil and Marc made the fatal mistake of repairing their punctured tyre. As soon as other competitors saw they had a bead breaker a queue formed so they could strip their tyres from the rims as well! Fred Gregory missed the entertainment. He and Pete Stafford were too busy getting lost up on the hilltops when they missed the turning at the Anchor Inn and didn't realise their mistake till they were nearly back in Toddington!

BAMFORD BECKONS

After a commendably short wait it was off to Bamford. This is a section that seems to get rougher as it gets easier. The concrete steps were totally exposed, with no loose material covering them at all, so their was grip a plenty. All the Falcons cleaned the section OK, but Bamford being Bamford there were dramas. Neil Bray got another puncture but got out of the top OK, thanks to his tyres being bolted to the rims, otherwise the wheel would have spun inside the tyre. Dave Nash entertained the spectators with a clean amidst huge clouds of smoke when the oil pressure sender came out, spraying hot oil over the exhaust. Dave was at the top pondering what to do when a young spectator came running up with the missing part and he was able to continue. It wasn't a bed of roses though as the Skeetle was getting a bit short of cogs to swap as it steadfastly refused to find second or reverse. Keith Pettit had the prop shaft on his A35 break. Inevitably the car ran back down the hill until the prop shaft dug in and it was stuck, blocking the hill for quite a while. David Thompson stormed to the top in his Buggy and was still clean on his first Classic. The only local casualty as far as I can ascertain was Jonathan Baggot who tried to slow trickle his Marlin at walking pace and found the old hill is a lot steeper than it looks! The bridges over Ladybower reservoir were being repaired and it took sometime to get to Haggside. Experienced competitors were ready for the restart, cunningly hidden just around the first hairpin, so the MCC didn't claim too many Falcon scalps with this one. So it was back through the roadworks and past the Marquis to Great Hucklow. The roadbook issued before the start had not raised any fears for the lower classes. We were to have a straight climb, leaving the hard men in Class 8 to storm the bank. The route amendments issued at The Salt Box were to change that, we all had to climb the bank.

HORROR AT HUCKLOW

The Cambridge boys all got up OK, so did Clive and Mike. Stuart Cairney and Brian Alexander weren't so lucky in their Imp and Fiat respectively. You needed big wheels and plenty of ground clearance for this one! The section started in the usual place. It was a bit muddier than usual and one or two people did have a bit of a problem getting away from the line. However, if you managed this OK, it didn't look too bad at all, not too much gradient and not too rough. As with Haggside the problem lay unseen around the corner. The normal exit onto the road was coned off, the route dived sharply to the left

around a solid post, and up the bank of the cutting. It's very steep muddy, rocky with deep ruts, otherwise it's not too bad! It wouldn't be too difficult if you could take a run at it but Laurie Knight, Tom Goggin et al are getting cunning in their old age, they needed something to slow down the gold rush on what is traditionally the MCC's easiest event. So there was a restart about ten yards before the deviation. Stuart and Brian both tried to build their speed but weren't going fast enough to drag the bottom of their low slung machines over the boulders. Their Class 4 colleagues in The New Falconers Team were waiting in the queue, out of sight of the drama. They knew about it though as a spectating Dave Turner (former Boris the Beetle and Citroen AX man) was delighting in telling the waiting drivers how long it had been since the last clean! It was s**t or bust for Michael in his "new" Beetle, the b*****d was going up there or break in the process. Michael and Mike approached the restart slowly and stopped with the front wheels just inside the box. The marshal dropped the flag. 4500 on the rev counter, dump the clutch, remember the Lord's Prayer and hang on. The yellow Beetle flew up the track, Michael turned the wheel to go up the bank and the car understeered straight on towards the trees. It was all or nothing. He kept his foot flat to the floor, the front wheels gripped just in time, found the ruts and the car was drawn around the corner and onto the bank, foot still flat on the floor, wheels spinning, six thousand how many on the clock? It shot out of the section like a champagne cork. Skilful stuff this Classic Trials driving! Although all this was taking place out of the sight of the other New Falconers they could hear what was happening. Running in a team the real competition is not to fail a section one of your team mates has climbed, especially if he is now in the same class as you. Honour was at stake, and was satisfied, Neil, Simon and Fred all cleaned Hucklow as well. Neil Birkett wasn't so lucky in Murray's Beetle. Despite Murray's advice he went too far into the box and didn't build enough speed, so it was the humiliation of the escape road for JAZ.

THE END IS NIGH

The event was drawing to a close now, but we still had some good stuff to come. Jacob's Ladder was included for the first time in my Edinburgh career. It's a long narrow section, a bit rocky but not difficult. It's approached through a lovely little village and up a very narrow track, the problem comes if a breakdown has to be retrieved. The MCC had tried to cater for this by having a holding control before the village to prevent queues blocking off access to people's houses. This seemed successful and competitors appreciated having a go at such a nice section. It didn't cause Falcons too many problems, although Simon picked up a puncture.

DISASTER AT DEEP RAKE

Then it was off to the quarry for the Deep Rake special test. This was a "start with front wheels on line A, stop with all four wheels in box B, drive in your own time to stop on line C" affair. It was quite a nice blast, including a hairpin and a deep puddle. However, box B was not very big and it was tricky to know if you had all four wheels in or not. This caught out quite a few people, including Peter Manning and Neil Bray who lost his gold. The Putwells rounded off the day and it was back to Buxton, more or less on time, thanks to good planning by the organisers and hard work by the marshals. As usual a substantial group of Falcons met up in the pub in the market place for an evening meal. Is it that the music gets louder and the youngsters younger or are we getting old? Who knows, who cares, it was an Excellent Edinburgh.

RIGHTS OF WAY ISSUES

Andrew Brown

When you next wait in line to start a Section, particularly a long wait on a muddy track in light drizzle - Sutcombe on a wet Lands End when everyone's failing for example - and you've asked yourself "Why am I here?" for the umpteenth time, try a new question - "What right do have I to be here?" - and "Because I've paid my entry fee" is not the only answer. It is highly unlikely that more than a mere handful of the competitors will have the faintest idea of the legal status of that particular bit of mud at that particular time. So here, for the benefit of the silent majority, is a potted guide to the Sections we use. The whole business of Rights of Way is amazingly complicated, for a variety of reasons too depressing to list, so this short article can only skim the surface of a complex subject. In other words, "Don't quote me!". There are, in addition to the few Sections which use surfaced highways (of which Windout on the Exeter Trial is one of the best current examples) and private land, five main types of highway that we might use:

Unclassified County Road (UCR). A 'public road', whether surfaced or unsurfaced, with a general presumption that vehicular rights exist. They are often minor roads which have fallen into disuse in recent years as adjoining roads have been improved. A high proportion of our Sections, including most of the Pre-War 'classics' such as Bamford, Beggars Roost, Fingle, Simms, etc. are in this category.

Byway Open to All Traffic (BOAT). Defined as a highway used by the public mainly for walking, riding horses or cycling, but over which there is also a right to use a motorised vehicle (and a horse-drawn vehicle!). Many 'ancient highways' that have not been improved fall into this category. There may be very little practical difference between a BOAT and a UCR although, in certain circumstances, the highway authority has a greater duty to maintain the surface of UCRs. Nationwide they are the smallest category, by mileage, and, as a result, are not very common in classic trialling. Hungerford and Longville on the Clee Hills Trial are rare examples in current use.

Roads Used as a Public Path (RUPP). These are the real 'nightmare' of the rights-of-way legislation. When the 'Definitive Maps' required by the National Parks and Access to the Countryside Act 1949 were being drawn up in the 1950s, this category was introduced, almost as an afterthought, to cover routes that were used mainly as footpaths or bridleways but which, at the time, were believed to be legally usable by vehicles. The ambiguous status was recognised a long time ago and the highway authorities are under a duty to reclassify all RUPPs as Footpaths, Bridleways, or BOATs. Reclassification is a complicated, costly, and time-consuming legal process that most authorities are treating as a very low priority. My own county of Gloucestershire, for example, has 393 RUPPs awaiting reclassification and is tackling them at the rate of one per year!

The problem for us is that many RUPPs have been in regular, if infrequent, use by vehicles ever since they were created without the vehicular users being aware that they might have no legal right to be there. Those who wish to see motor vehicles banned from the countryside are seizing on the uncertain status of RUPPs and are making every effort to ensure that they are reclassified as Bridleways and not as BOATs. The significance of the recent Norton Malreward case is that it sets the date at which vehicular use must be proven to justify re-classification as a BOAT - and that date is

1930! This is a double blow for us as the 1930s were the decade when classic trialling as we know it now really developed. Proving use before 1939 would be very much easier than use before 1930. As one example, the Allen could lose a couple of its traditional sections if these were reclassified as bridleways.

Bridleway, Footpaths, Private Land. I've lumped these together because, in law, we have the same rights on all three - none unless the landowner agrees. The highway authority also has to grant permission to use a Bridleway or Footpath but, in practice, this is generally granted if the landowner has given his consent and there are no local objections. Crooked Mustard on the Cotswold Clouds is one current example of the permissive use of a Bridleway and explains why the Stroud Club is extra-careful to maintain good relations with the locals - one serious complaint and we'd lose a 'Pre-War classic' for ever. In general, there are good relations between the organisations representing responsible users of the countryside - RA (Walkers), BHS (Horse riders), CTC (Cyclists), TRF (Motor cyclists), LARA (All motorised users), etc. The main problem, for all wheeled users, is that the public often views the irresponsible as the typical. Whereas countryside users may tolerate (illegal) horse-riding on footpaths, pedal cyclists doing the same are likely to suffer abuse and 4x4 'mudpluggers' who churn-up RUPPs, BOATs and UCRs, will inevitably lead to calls for the banning of all motorised vehicles on routes to which we currently have a legal right. Over the last few years the ACTC has been compiling a central database of all the sections used for classic trials concentrating particularly on their status as rights-of-way. We hope to have the initial research complete before Christmas and we will then know, with a reasonable degree of accuracy, how many of our sections fall into each of the categories described above. This information can then be used to fight any threat to our continued use of highways to which we have, traditionally, had access. I'm not a pessimist, I don't believe an overall ban on motor vehicles in the countryside is imminent, and the current situation is far from being a crisis. But we do need to be vigilant of the potential for gradual erosion of our rights leading, eventually, to the death of our sport.



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Reason for sale ? - I'm too busy organising to get out and compete.
Price £4,500 Ron Butcher 01233 624737 (Ashford, Kent)

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Brand new Marlin, registered 1.12.97, original donor number. Marina 1.8 engine, reconditioned engine and gearbox. Tidy package, not trialled. Red. £3,750. Jonathan Toulmin 01789 731332.

Dear Pat

Trial Running Order

Further to the thoughts of Simon and Jonathan on this subject, it seems to me that there is an extremely simple, logical and fair solution to this problem (if indeed it is a problem) - that is to decide the running order on every event by ballot (as per the Cotswold Clouds). By doing this the perceived advantage by certain regular competitors in starting or attempting to start either at the front, middle or rear of the field (depending on the event) will be evened out over a period of time (the 'season').

As for competitors running in groups, I would suggest that allowing this delays the running of an event significantly. The leader of a group will wait at the top of a hill until all of his group members have attempted that hill, re-inflated their tyres, changed wheels, had a snack and so on, rather than proceeding to the next hill. This may be OK on MCC events where road mileage between sections is relatively large and this lost time may be made up. But when there is a typical 5 miles between sections on ACTC type events there is little scope to catch up.

As a compromise I would suggest that pairing be allowed, with the pair running together at the number and number plus one of the first of them to be drawn in the ballot. Mathematics indicates that this will tend to put pairings towards the front of the field, which in my opinion taken over all events would be a slight disadvantage to them.
Yours sincerely

Murray MacDonald

THE 10TH CLASSIC MARATHON

by Dennis Greenslade

It was billed as The Marathon of the Decade. Following the great success of the first Marathon to Marrakesh in 1993 the Classic Rally Association decided to mark their tenth anniversary of marathon rallies by returning to Morocco. I relish competing in long distance endurance events and this one was long - almost 5,000 kilometers, over half of which would include remarkable terrain in North Africa.

For me the adventure began in mid summer with a telephone call from Eddie Klokgieters. A few months earlier I had navigated for the Dutchman on the Tulpen Rallye when we used his big Mercedes-Benz 200 saloon, as his intended car for the Dutch International event was already being prepared for the "Dash to Marrakesh". Would I like to be co-driver when using his "close to works spec" 1961 Healey 3000? Needless to say I hesitated - for a few seconds! The weeks prior to the start were

hectic - faxes and telephone calls to Holland to endeavour to cover all eventualities, many maps to purchase and routes to plot, hotels to book, flights to arrange, a series of injections to suffer, innumerable medical stores to acquire plus goggles and a high factor sun cream - after all we were to be rallying in part of the Sahara.

CLASSIC RALLY

The start of this memorable experience on Saturday 5th September was from Louis 14th's Palace at Versailles. Originally a small hunting lodge the Chateau was extended on a number of occasions by French Royalty and has twice been the seat of the French Government. It is set in gardens covering 185 acres containing thirty two pools with no less than 620 water jets and fountains. An incredible setting as all 87 competitors were cheered off by a crowd of several hundred, with more than one television crew covering the start. The big Healey burst into life and we began threading our way through the busy streets at 10.03 am.

The first leg, covering most of central France, was 511 kilometers to Aurillac. Many of the roads were typically French with long, straight tree lined sections helping to speed our way to Spain, the lull before the storm! We passed through the pleasant little town of La Chatre which used to host an International Formula 3 race on the part road racing circuit. In 1995 I enjoyed racing around the twisty circuit with Tricia in our 1947 Riley Bertone, whilst participating in Le Tour - but no racing on this occasion. The day's run was uneventful, apart from one or two showers of rain - the only rain we would see for the next nine days - until reaching a time control at Fontagnes, nestling below the Monts du Cantal. It was now dark and we faced our first Regularity section over the 1229m Col de Legal - spot on over twenty plus kilometers - I could live with that - at least the Halda Twinmaster appeared to be accurate.

After a short night's rest at Aurillac the in-car compass continued to point south as we headed for Andorra. An annoying four second penalty on the first of the day's Regularities increased personal tension just as the temperature inside the car increased to 105 F - and we were still in France! A breathtaking sight perched on the edge of a plateau overlooking the river Aude, the medieval city of Carcassone, dating back to 6 BC, served as the lunchtime control. With the temperature rising the sidescreens of the Healey were removed to provide more fresh air for both occupants before commencing the afternoon and early evening sections.

We now moved into the foothills of the Pyrenees. Spot on again on the Regularity Section over the Col du Portel - our spirits were high. The final test of the day was a flat out blast up the ex-European Hillclimb Championship course that the Automobile Club Andorra had authorised for the rally. Andorra is high; we had already climbed the 2407m Pas de la Casa and the height began affecting the Healey's performance. The car was spluttering very badly, as in front of local television crews, we began the timed ascent. For this stage alone, the driver had to stop astride a line and the co-driver had to leave the car and go to the control table which was situated on the left hand side of the road. The instant the co-driver placed the Time Card on the table was the time recorded by the marshal. Unbuckling a full harness and getting out of the Healey is not the easiest of tasks, the whole effort made more difficult for me as the car was left hand drive. Nonetheless we just made it inside the target time with one second to spare. Now Eddie and I could relax for the night in the tax free haven of Andorra, founded in the year 784 by Charlemagne.

As early as 4.30 am the mountain "Monte Carlo" resounded to the cacophony of rally cars as once again Citroens, MGs, Porsches, Volvos, Lancias, Austin Healeys, Austin Minis, Jaguars, Triumphs, Mercedes, Saabs et al, headed south on a

CLASSIC RALLY

921 kilometer leg to Ubuda in Southern Spain. Soon the mountains disappeared and we were heading across fertile countryside towards Lerida, and onwards across a strange deserted landscape of barren flat topped hills. The roads near Caspe, which is overlooked by the Moorish castle of Mequinenza, were a little rough and the approach to the town included a most unusual bridge - you can go over it or under it!

Soon after a time control at Calanda we were given a deliberate route deviation incorporating a "timed on sight" Regularity just to keep the navigator occupied. Having cleaned the section we were in euphoric mood as we negotiated this sparsely populated area only to round a bend and find the road completely blocked by an errant young artic. driver. We were the first car to arrive on the scene and despite all efforts the badly angled sheep carrying truck could not be moved in any direction. The situation looked hopeless and critical until I spotted yet another detour - but this would involve an extra 44 kilometers on an even rougher, twisty road. With little alternative we chased and passed other competitors, at times racing another Austin Healey, on the tight road section making the next time control, some 125 kilometers away, with minutes to spare. We were still only half way through the day's journey and it was 3.43 pm.

The relentless pace continued along unclassified roads west of Valencia. Soon we were driving into the gorge of the Rio Jucar and one of the most impressive parts of the journey through Spain. The Rio Jucar has incised a huge gorge into an otherwise flat surface of the plain and in the bottom is another world of medieval villages and cave dwellings. Alcala del Jucar, where a time control was sited, is spectacular. Literally set in a hollow in the cliff face, the town rises up from the river in a series of terraces - houses on top of houses - the whole lot surmounted by a ruined castle. The streets are so narrow you cannot get a car into the town and the control was actually in a cafe at the foot of the town.

But an even more amazing sight awaited us. For, upon leaving the control and following the little road along the floor of the gorge, we rounded a corner and realised that the cliff face that Alcala del Jucar is built against, is in fact a thin knife edge of rock. Looking out from the other side of this cliff are the curtained windows and balconies of the houses of the town on the other side. They have literally tunnelled galleries through the solid rock from the backs of their houses. Finally once back on the plateau there was no evidence that the gorge even existed, Alcala del Jucar is literally below ground level. Now traversing the plain it was a long but easy main road run to Ubuda, for an overnight halt. We arrived just before 9 pm and made arrangements to leave at 7.30 am for the final day's run in Spain. Provisional results at that point indicated that we were lying 1st in Class and 11th overall.

The final day in Spain covered 389 kilometers to reach the ferry port at Algeciras, to embark upon the four hour journey to Morocco. Eddie and I were wearing shorts and tee shirts in anticipation of hot conditions, but during the early morning in the mountains of Andulucia, where we had been passing olive trees for over three hours, the temperature was low and without the sidescreens we were freezing. Just to keep

up the pressure, a Regularity Section was incorporated through the Ronda valley. It was over the 1000 ft cleft through the middle of the town of Ronda that in times past convicted criminals were thrown. We incurred a one second penalty on this Regularity Section in Europe, but by the time we reached Algreiras we were lying joint 9th Overall and 1st in Class. There were four competitors on zero penalties, including American Rally Champion the ex-works Audi Quattro driver, John Buffum and ex-works co-driver Neil Wilson piloting a 1964 Porsche 356. However we were very satisfied with a total European penalty of five seconds after covering in excess of 2300 kilometers.

NEXT STOP TANGIER AND AFRICA..... Watch this space!



CHAMPIONSHIP CHAT

As most of you may now be aware, Richard Dawe has "kindly" passed over the running of the Championship to me. I'd like to take this opportunity, therefore, to thank Richard for all his help over the summer and his continued assistance.

Tables follow, up to and including the Edinburgh and all should be final except the Edinburgh's which are provisional. Please check all your scores carefully and contact me if you feel that there are any errors.

Adrian Dommert is still out in front in the Wheelspin with Roger Bricknell and Dudley Sterry close behind. The next two places are wide open, so we'll have to wait and see. In the Crackington Cup it's harder to say at this stage who is leading until we start seeing the lower scores drop away. There can be little doubt however that Dennis Greenslade and David Haizelden are both looking very strong (yet again), but there is still a long way to go yet. The Pouncy is now being led by Keith Lee, with Buster Griffin and Ashley Hanley in second and third respectively.

I am hoping to have the tables at the start of each event from now on so that everyone can monitor their progress throughout the season. It will hopefully bring any errors to light earlier as well. So again if you think there are any mistakes, please, please, please let me know straight away and not at the end of the season once trophies have been engraved. My telephone number is 0181 5494161.

Enjoy the remainder of the Year.

Giles Greenslade

1998 Wheelspin League		Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle Trophy	Manx	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best 9
Adrian	Dommert	3	10			2	10	7	3	10	9	3						57	57
Dudley	Sterry	3			10	5	10	5	8	1	6	3						51	51
Roger	Bricknell	5	1	9		6	9	3	7	5	5							50	50
Thomas	Bricknell	5						5			10	5						25	25
Julian	Dommert	3			1		8		3		8							23	23
Giles	Greenslade	3		7			3	3				5						21	21
David	Haizelden	5			6			5				5						21	21
Murray	Macdonald	3	9				4			3								19	19
Graham	Brasier	5						5		3		5						18	18
Charlie	Shopland		5		5	8												18	18
Peter	Treliving	3		1	8			3				3						18	18
Mike	Workman				3	2			9	3								17	17
Mal	Allen	3						3		5	5							16	16
Bill	Bennett	3						3		5	5							16	16
Neil	Bray	3	7					3				3						16	16
Dennis	Greenslade	5		5						5	1							16	16
Tony	Young	3				7			1		5							16	16
Richard	Peck	1	4							5	5							15	15
Adrian	Marfell				9		5											14	14
Paul	Bartleman		8							5								13	13
Stuart	Harrold	1						1		5	5							12	12
Tony	Rothin	1	2					3			5							11	11
Tony	Branson	1						3		3	3							10	10
Peter	Evans	3		6				1										10	10
Brian	Partridge	3						3	4									10	10
Stephen	Bailey	3						1				5						9	9
Chris	Bale	1						3				5						9	9
Derek	Chatto					1				3	5							9	9
Michael	Chatwin					9												9	9
Jeremy	Flann	1						3		5								9	9
Peter	Hart	3						3			3							9	9
James	Scott	3						3			3							9	9
Greg	Warren	3		3				3										9	9
Duncan	Welch	1						3			5							9	9
Simon	Woodall	3						3			3							9	9
Gerald	Burridge							3		5								8	8
Harvey	Harrison	1						1		3	3							8	8
Michael	Warnes							3			5							8	8
Julian	White							5			3							8	8
David	Heale	3					1	3										7	7
Mark	Smith	3						3				1						7	7
David	Alderson								6									6	6
Anthony	Andrew	5										1						6	6
John	Bell			6														6	6
Michael	Braddock									3	3							6	6
Barry	Clarke	1									5							6	6
Ray	Easterbrook									1	5							6	6
Andrew	Green	1										5						6	6
Mike	Pearson									1	5							6	6

Wheelspin League 1998																			
		Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle Trophy	Manx	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best 9
Philip	Potter							3				3						6	6
David	Sargeant		3						3									6	6
Keith	Vipond	1										5						6	6
Mike	Wordsworth	3					3											6	6
James	Clark	5																5	5
Brian	Cope									5								5	5
Terry	Coventry									5								5	5
Michael	Leete											5						5	5
Adrian	Linnecon									5								5	5
John	Looker											5						5	5
David	Nash											5						5	5
Simon	Robson											5						5	5
John	Sargeant									5								5	5
Bob	Saunders									5								5	5
Reg	Taylor											5						5	5
David	Thompson											5						5	5
Tim	Whellock	1					1					3						5	5
Andrew	Brown						1					3						4	4
Nigel	Moss	1										3						4	4
David	Symons	3										1						4	4
Mark	Tooth	3					1											4	4
Clive	Booth						3											3	3
Jason	Collins	3																3	3
Ian	Davis					3												3	3
Trevor	Gibb									3								3	3
Robert	Smith											3						3	3
Brian	Alexander									1		1						2	2
James	Bradshaw							2										2	2
Denis	Johns	1										1						2	2
John	Ludford						1			1								2	2
Robert	Richards						1					1						2	2
Matthew	Sharratt					2												2	2
Adrian	Tucker-Peake	1					1											2	2
Ian	Williamson						1					1						2	2
Martin	Wyatt	1					1											2	2
David	Bache						1											1	1
Brian	Bailey	1																1	1
Alan	Bellamy	1																1	1
John	Bennett											1						1	1
Richard	Dawe	1																1	1
Keith	Sanders							1										1	1
Tony	Squires											1						1	1
Jim	Templeton	1																1	1
David	Turner	1																1	1

Crackington League 1998																			
		Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle Trophy	Manx	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best 9
Roger	Bricknell	5	10.5	10.8		10.8	10.9	3	10.7	5	8.9	5						80.6	77.6
David	Haizelden	5		10.2	10.3	9.3	10.1	5	10.1		9.2	5						74.2	74.2
Adrian	Dommett	3	11.0	4.0	6.0	11.0	10.0	3	11.0		10.8	3						72.8	69.8
Dudley	Sterry	3	8.0	7.0	11.0	7.0	11.0	5	9.0		8.8	3						72.8	69.8
Giles	Greenslade	3		10.4	10.0	10.0	10.0	3	5.7		10.4	5						67.5	67.5
Dennis	Greenslade	5	10.4	10.4	10.4	10.3	10.2			5		1						62.7	62.7
Murray	Macdonald	3	10.6	9.4	9.0	8.0	11.0		7.7	3								61.7	61.7
John	Bell		9.4	7.7	8.0	8.7	8.8		9.5		5.0							57.1	57.1
Julian	Dommett	3		9.8	9.8	9.9			9.7		10.9							53.1	53.1
Simon	Woodall	3	9.5		8.8	7.9	3	7.7		5.9	3							48.8	48.8
Paul	Bartleman		10.4		11.0	10.7			10.5	5								47.6	47.6
Anthony	Andrew	5		8.5	9.6	5.0	9.5			8.6	1							47.2	47.2
Adrian	Martell				10.8	6.8	8.9		8.7		9.9							45.1	45.1
Mark	Smith	3	10.5		8.6	10.0		3	9.0			1						45.1	45.1
Graham	Brasier	5			9.0			5	10.0	3	7.9	5						44.9	44.9
Charlie	Shogland		10.0		9.0	9.0	6.0				5.8							39.8	39.8
Tony	Young	3		6.0	8.0	8.0		5	4.8	5								39.8	39.8
Peter	Troliving	3		10.1	10.2			3	10.3			3						39.6	39.6
Nail	Bray	3	9.6			9.0		3	10.7			3						38.3	38.3
David	Heale	3	6.7	6.0		10.8	3	7.5										37.0	37.0
Jeremy	Flann	1	10.0			9.4		3	8.3	5								36.7	36.7
Mike	Workman		5.0		7.0	4.0		10.0	3	6.8								35.8	35.8
Bill	Bennett	3				10.4		3	9.3	5		5						35.7	35.7
Thomas	Bricknell	5				7.8	6			11.0	5							33.8	33.8
Michael	Warnes			7.8	6.8		5.9	3			3.9	5						32.4	32.4
Terry	Ball		9.5			8.0	7.5	5	5.0									30.0	30.0
Matthew	Sharratt					11.0	9.0		9.7									29.7	29.7
Gary	Browning					10.6	4.0	10.5	4.0									29.1	29.1
Brian	Partridge	3	4.0		5.0		7.0	3	7.0									29.0	29.0
Mal	Allen	3			7.8			3			5	4.9	5					28.7	28.7
Mike	Wordsworth	3			9.4			3	10.1									25.5	25.5
Richard	Peck	1	8.6			5.0				5		5						24.6	24.6
Tim	Whellock	1			9.2			1		10.1	3							24.3	24.3
Chris	Bale	1		3.0	3.0		5.0	3		3.8	5							23.8	23.8
Derek	Tyler		8.4		2.0	6.7			6.5									23.6	23.6
Frank	Burton				8.0		8.0	6.7										22.7	22.7
Tony	Branson	1	7.5			4.8	3			3		3						22.3	22.3
Tony	Rothin	1	9.0				4.0	3				5						22.0	22.0
James	Scott	3		8.4	4.0			3				3						21.4	21.4
Simon	Robson		5.6			2.0			8.7			5						21.3	21.3
Denis	Johns	1		9.5							9.6							20.1	20.1
Richard	Dawe	1	9.4		9.4													19.8	19.8
Philip	Roberts			8.7	4.0						7.0							19.7	19.7
Michael	Leete						8.5		6.0			5						19.5	19.5
John	Blakeley			5.7		7.7	5.8											19.2	19.2
Keith	Vipond	1				6.0			7.0			5						19.0	19.0
Terry	Mattin			9.8	8.8													18.6	18.6
Keith	Sanders				3.8		6.9	1			6.9							18.6	18.6
David	Sargeant		7.6			7.0				3								17.6	17.6
Greg	Warren	3		10.7				3										16.7	16.7
Tim	Lakin		8.5			7.8												16.3	16.3
Michael	Chatwin		6.0			10.0												16.0	16.0
John	Sargeant		8.5			2.0				5								15.5	15.5
John	Looker					7.0			3.0			5						15.0	15.0
Peter	Hart	3		5.8				3				3						14.8	14.8

Crackington League 1998																			
		Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrie Trophy	Manx	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best 9
Terry	Coventry				9.3													14.3	14.3
Andrew	Brown					4.9	1	4.7			3							13.6	13.6
Peter	Evans	3		9.0				1										13.0	13.0
Philip	Potter			5.0	2.0			3			3							13.0	13.0
Harvey	Harrison	1			4.8			1	3	3								12.8	12.8
Robin	Isaac			6.8		5.8												12.6	12.6
David	Symons	3			8.3						1							12.3	12.3
Adrian	Tucker-Peake	1				10.3	1											12.3	12.3
Ian	Davis		7.0			5.0												12.0	12.0
Stuart	Harrold	1					1	5	5									12.0	12.0
Mark	Tooth	3		7.5			1											11.5	11.5
Derek	Chatto					3.0			3	5								11.0	11.0
Michael	Braddock					4.7			3	3								10.7	10.7
Ron	Grimwood			4.7	3.0					3.0								10.7	10.7
Ron	Bradshaw		6.6			4.0												10.6	10.6
John	Ludford					8.3	1	1										10.3	10.3
Robert	Smith					7.0					3							10.0	10.0
Tessa	Alcock		7.5					2.0										9.5	9.5
Duncan	Welch	1					3				5							9.0	9.0
Brian	Osborn		8.4															8.4	8.4
David	Alderson							8.0										8.0	8.0
Gerald	Burridge						3	5										8.0	8.0
Julian	White						5				3							8.0	8.0
Ian	Blackburn					7.4												7.4	7.4
Dean	Partington		2.0			2.0		3.0										7.0	7.0
Brian	Bailey	1							6.0				5					6.0	6.0
James	Bradshaw																	6.0	6.0
Barry	Clarke	1							5									6.0	6.0
Ray	Easterbrook								1	5								6.0	6.0
Andrew	Green	1								5								6.0	6.0
Mike	Pearson								1	5								6.0	6.0
Mike	Stephens					6.0												6.0	6.0
John	Summerhayes						6.0											6.0	6.0
James	Clark	5																5.0	5.0
Brian	Cope									5								5.0	5.0
Adrian	Linnecor									5								5.0	5.0
David	Nash										5							5.0	5.0
Bob	Saunders									5								5.0	5.0
Reg	Taylor											5						5.0	5.0
David	Thompson											5						5.0	5.0
Tony	Corrick										4.6							4.6	4.6
Stephen	Bailey	3					1											4.0	4.0
Bill	Faulkner		4.0															4.0	4.0
Nigel	Moss	1										3						4.0	4.0
Martin	Wyatt	1	2.0					1										4.0	4.0
Angus	Stewart					3.9												3.9	3.9
Clive	Booth						3											3.0	3.0
Jason	Collins	3																3.0	3.0
Trevor	Gibb									3								3.0	3.0
Alun	Lewis										2.9							2.9	2.9
Brian	Alexander								1		1							2.0	2.0
Robin	Preedy							2.0										2.0	2.0
Robert	Richards						1				1							2.0	2.0
Ian	Williamson										1							2.0	2.0
David	Bache						1											1.0	1.0
Alan	Bellamy	1																1.0	1.0
John	Bennett											1						1.0	1.0
Tony	Squires											1						1.0	1.0
Jim	Templeton	1																1.0	1.0
David	Turner	1																1.0	1.0

Pouncy League 1998																
		Exeter	Exmoor	Torbay	Exe Valley	Lands End	Kyrie	Taw & Torridge	Edinburgh	200 Trial	Exmoor Clouds	Tamar	Hardy	Westcott	Total	
Keith	Lee		15.05	15.02	15.02			13.05							58.14	
Buster	Griffin		14.20	9.14	14.18		14.10	3.21							54.83	
Ashley	Hanley	5	7.20	12.14		3.00	10.10	8.21	5						50.65	
Bill	Hannant	3	5.20	13.14			8.10	10.21	5						44.65	
Les	Venables			15.14	13.18			14.21							42.53	
Mike	Robinson	5	15.01		15.03	3.00			3						41.04	
Julia	Browne				14.02			15.02							29.04	
Richard	Dave			4.14	7.18		11.10	6.21							28.63	
Dave	Mason	3	11.20		11.18				1						26.38	
Trevor	Hughes		4.20	10.14		1.00	9.10								24.44	
Chris	Lidstone			11.14	12.18										23.32	
Bob	Thorpe	5			14.02										19.02	
Richard	Lidstone		1.20	7.14	10.18										18.52	
Peter	Nancokivell		3.20		15.18										18.38	
Tom	Beckerleg	1						14.02	3						18.02	
Geoff	Westcott	3	12.05												15.05	
Gerald	Andrews					15.01									15.01	
Richard	Thompson				9.18										9.18	
Keith	Hucker			6.14											6.14	
Michael	Wadsworth					6.10									6.10	
Steve	Wildmore	1							5						6.00	
Alan	Wibberley	1			4.18										5.18	
Roger	Ashby	3													3.00	
John	Russ														1.00	
Chris	Bush				1.00				1						1.00	
Mike	Cox								1						1.00	

Navigators League 1998																			
		Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrie Trophy	Manx	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Totals	Best 9
Tricia	Greenslade	5	10.4	10.4	10.4	10.3	10.2			5	7.4	1.0						75.8	74.8
Julia	Bricknell	5	10.5			10.8	10.9	3	10.7	5		5.0						60.9	60.9
Antonia	Donnmett	3			9.8	9.8	9.8		9.7		10.9							53.0	53.0
Hazel	Macdonald	3	10.6		9.0	8.0	11.0	7.7	3									52.3	52.3
David	Bell		9.3	7.7	8.0	8.7	8.9		9.5									52.1	52.1
Donny	Allen	3		8.8	7.8			3		5	4.9	5.0						37.5	37.5
Ken	Martin		9.5			8.0	7.5		5.0									30.0	30.0
Paul	Gregory	1	8.6			5.0				5		5.0						24.6	24.6
Anne	Whellock	1			9.2						10.1	3.0						23.3	23.3
Matthew	Robson		5.6			2.0		8.7				5.0						21.3	21.3
Suzanne	Bannister					8.6	10				1.0							19.6	19.6
Janet	Martin			9.8	8.8													18.6	18.6
June	Sargeant		8.5			2.0				5								15.5	15.5
Richard	Cosway	5					5				5.0							15.0	15.0
June	Blakeley			5.7		7.7												13.4	13.4
Lisa	Sargeant		7.6							3								10.6	10.6
Sue	Ludford					8.1	1	1										10.1	10.1
Gillian	Chatto					3.0						5.0						8.0	8.0
Brenda	Burton							6.7										6.7	6.7
Suzi	Lloyd										5.0							5.0	5.0
Janet	Bailey	3					1											4.0	4.0
John	Collins	3																3.0	3.0
Tony	Corrick	3																3.0	3.0
William	Green	1				1.0												2.0	2.0

FORTHCOMING EVENTS

7th Nov	Bodmin	Camel Vale	Non ACTC
15th Nov	Hardy	Woolbridge	Champ - Cars/MCs
29th Nov	Neil Westcott	Minehead	Champ - MCs
29th Nov	Allen	Bristol	Champ - Cars
6th Dec	Camel Classic	Camel Vale	Champ - Cars
8th Jan	Exeter	MCC	Champ - Cars/MCs
24th Jan	Clee Hills	MAC	Champ - Cars
31st Jan	Exmoor	North Devon	Champ - Cars/MCs
7th Feb	Cotswold Clouds	Launceston	ACTC Invite
21st Feb	Chairman's Trophy	Holsworthy	Non ACTC
28th Feb	Torbay	Torbay	Champ - Cars/MCs
7th March	Camel Heights	Camel Vale	Non ACTC
21st March	Chase Clouds	Shenstone	Champ - Cars
2nd April	Lands End	MCC	Champ - Cars/MCs
18th April	Exe Valley	Silverton	Champ - Cars/MCs
25th April	Kyrle Trophy	Ross	Champ - Cars/MCs
1st May	Kimber	MGCC	Non ACTC
16th May	Valiant	Minehead	ACTC Invite
11th July	Testing Trial	MCC	Non ACTC
12th Sep	Taw & Torridge	Holsworthy	Champ - Cars/MCs
19th Sep	Kernow	Newquay	ACTC Invite
1st Oct	Edinburgh	MCC	Champ - Cars/MCs
9th Oct	200 Trial	Pathfinders	Champ - MCs
9th Oct	Ebworth	Stroud	ACTC Invite
17th Oct	Exmoor Clouds	Minehead	Champ - Cars/MCs
24th Oct	Tamar	Launceston	Champ - Cars/MCs
7th Nov	Bodmin	Camel Vale	Non ACTC
21st Nov	Hardy	Woolbridge	Champ - Cars/MCs
28th Nov	Allen	Bristol	Champ - Cars
28th Nov	Neil Westcott	Exmoor MC	Champ - MCs
5th Dec	Camel Classic	Camel Vale	Champ - Cars

NB 1999 Dates are provisional

The Fack Trials Differential

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

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

It is not cheap at £375 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 !

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