



RESTART

*The Quarterly Bulletin of
the Classic Trials World*



The official newsletter
of the Association of
Classic Trials Clubs
Volume No: 10

Issue 1, March 1999

RESTART Volume 10, Issue 1, March 1999

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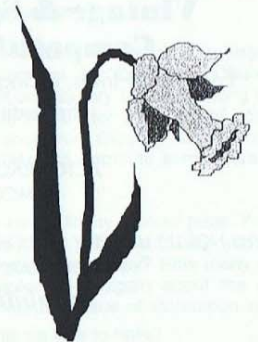
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Cover photographs :

Giles Greenslade 1999 Crackington Cup winner
 Adrian Dommett 1999 Wheelspin Trophy winner
 Buster Griffin 1999 Pouncy Trophy winner

(All Photographs by :Derek Hibbert)

EDITORIAL

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As you will have seen we now have a full colour cover! Advances in printing technologies over the past 12 months mean that, even with this new cover, the cost per issue is considerably cheaper. Another advantage is that the cover can be printed every time (Andrew Brown will be pleased!) and therefore advertisers can be added at any time during the season. On this note we still need more benefactors. If you run a business or control a marketing budget why not advertise in Restart. Rates, on page 1, are very reasonable and you know that the magazine now comes out regularly. Copy for next issue due 21st May please.

I am working on an ACTC website, subject to Council agreement. Those of you who use the Web may be aware that many of the other trialling associations have an internet presence and the lack of an ACTC one is glaring. Michael Leete does a good job for classic trialling on his site but, naturally, it is Falcon biased. I have most of the copy already in electronic format and have both training in website design and experience of running Northamptonshire's website. Watch this space

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SECT'S PAGE

Notes from Gerald Burridge

Are you all happy with the way that ACTC functions, provides you with a full calendar of events, a nail-biting set of Championships, a table load of silverware and, last but not least, a regular high-quality and informative bulletin? If not, please let us know - the correspondence pages of this publication are a bit thin in most issues. Direct communications to myself, and other officers, are equally few and far between, which is perhaps a "good thing", but if you don't tell us we shall continue to assume your satisfaction.



One issue that is receiving attention is the length and "productivity" of our Council meetings. Those of you who represent clubs at these sessions will know that there is room for improvement - and, be assured, the "top table" recognise this too. One of clubs thinks that we should consider adding a third meeting in the calendar. Meanwhile the Chairman is hoping to move some of the routine, and background business out of the full Council sessions. The challenge now is to debate these issues at the next meeting on 16th May, and still finish by teatime!

Further to the ACTC initiative at the NEC last November, I was invited to display my MG PB on the Classic & Historic Motor Club's stand at the 20th Bristol Classic Car Show in February. To add some interest (plus the contributory factor of a long holiday in January) it was presented exactly as it finished the Exeter Trial, ie well coated in brown mud with an overlay of solidified tomato soup from Slippery Sam. It certainly attracted some interest and the opportunity was taken to distribute some more of the leaflets from the NEC.

Now here are a couple of final thoughts for you - and to fill my allotted page. Why has Simms become so much more difficult in the last few years, and why was Fingle Bridge a 'stopper' before the war, but is now comparatively easy? How many of you, as I did, received the Exeter results, which reminded us again about the current impossibility of Simms, on the same day as the February issue of Motorsport in which Bill Boddy provided a half page article about the hill we love to hate?

CHAIRMAN'S COMMENT

The 1999 Classic Trials year got away to a good start with another tough MCC Exeter trial. I spent the better part of the Saturday afternoon at Simms witnessing a relatively small number of cleans and many heroic fails! I was fascinated by the changing nature of the hill's surface as the afternoon wore on. Can't ever remember spending more than half an hour there before but it was obvious, from the Saturday afternoon's viewing, that time of arrival did have a profound effect on success or failure. The 'clean' route moved across the hill as light and weather changed, those who are bound by whatever reason to one traditional line often failed where a more adventurous approach may have succeeded.



After another enjoyable MCC Exeter supper it was my pleasure on the Sunday morning to officiate at our annual ACTC Championship awards ceremony. MSA Chief Executive, John Quenby, made an excellent job of presenting the trophies. What a pleasure for us to have such an enthusiast for our sport in high office within the controlling body. John was not feeling 100% well; he was fighting the 'flu bug, which has affected so many of us recently. Despite that he made a special journey down for the presentation which I am certain we all appreciated very much. I cannot imagine a senior official of the FA attending a Sunday League awards ceremony in similar circumstances, we do have a lot to be thankful for.

The attendance at the awards ceremony was probably our best to date and with Dennis Greenslade taking care of the trophy arrangements, not to forget Tricia's tremendous effort in cleaning and polishing, we certainly had a wonderful show. Derek Hibbert obliged with photographs and afterwards, care of his laptop computer, was able to show and take orders for his work on the previous day's trial. One point, which didn't go down too well with me, was being asked by a couple of trophy winners just before the ceremony, what they had won. They explained that they were not bothering to stay for the presentation, just wanted to take a look at their award! Now we put on these championships for the competitors and the award ceremony is their and their fellow competitors, opportunity to share in the moment of glory. There may be some genuine excuse but in all seriousness I cannot imagine any of us not being able to spare an extra forty-five minutes on a Sunday morning in January.

I attended the MSA Trials committee meeting in January, my first time as ACTC delegate at one of these meetings for over ten years. What a change in format since my last weary memories of whole days spent at Motor Sport House. Julian Fack makes an excellent chairman who kept the meeting moving on, classic trials enjoys strong representation with five out of the seven delegates being actively involved in the discipline either as competitors or organisers. Although two of the five were ostensibly there to represent the interest of other trial disciplines, their presence certainly helps our position.

With the prompt issue of Championship registration cards in week 3, we are continuing to make progress in our planned revitalising of the Association. I am rather concerned by the length of time it takes us to make any changes or implement any new directions with ACTC matters. The current situation of two full delegate council meetings per annum means that it can take us eighteen months to move on any specific matter. What I am now hoping we can all agree on, is to have intermediate steering committee (i.e. elected officers only) meetings where matters can be debated to a conclusion. The recommendations emanating from these meetings would then simply require ratification at the next, full delegate council meeting. Your club's committee thoughts and comments have been requested and would be appreciated before the May council meeting.

The safety inspection and reporting procedure for trials cars at scrutineering started on the Camel trial. To date we are pleased to note that most of you have taken on board the comments made in Triple and earlier numbers of this publication in a sensible manner. There shouldn't be an issue here, it's just a matter of common sense and self-preservation, we are definitely not into persecution or drastic cost increases. Let's all keep heading in the same direction on basic safety. On the matter of safety in competing cars, we do have a current situation where it is perfectly within the regulations for a saloon car to be occupied by the driver, accompanied only by a child passenger. By child we refer to a passenger aged from two to thirteen years of age under MSA definition. Certainly the MSA are very keen to pursue a policy of encouraging youngsters to participate in motor sport and we in ACTC are of a similar mind. However, some of our member clubs have expressed concern over this issue and it would appear that the most sensible solution will be to make a minor rule change which will require all competing cars to carry at least one passenger who is fourteen years of age or older. This will not apply in class 8 where the minimum passenger age would remain at sixteen years. But for open cars in classes 2, 5 and 7, where the crew sit in rather than on the car, unlike many class 8 specials, it would allow the carrying of the slightly younger passengers. For the saloons it means that families will continue to enjoy their trialling together and we will not be forced to prevent the real youngsters from partaking in our sport. They are after all, our future.

I'm not going to join in the VW engine debate, all I can impart to you is that the least expensive route to obtain more grunt from a VW motor is to increase its cubic capacity. I know that because I've forked out in the past for two very powerful, restricted cc engines built to specific formulas for both racing and rallying. You can obtain the same power from a racing 1300 as you can from a trials 2 litre. The only difference is that you need a second mortgage for the 1300 motor whereas the 2 litre comes from the breakers yard!

Had a great day out on the Cleve Hills trial. With Emma back in the bouncer's seat, the Goblin snapped and snarled his way through the deep mud and up the hills just like he always used to. Despite my long lay off from trials driving and the still present aftermath of the flu bug, I managed a result. Placed an advert to sell the rally car the following morning! Well done MAC for yet another excellent event I couldn't fault the paperwork, the organisation, the route or even the weather. What a pity that a couple of ignorant 4x4 'off-roaders' felt the need to establish their right of way at Hungerford, and a new resident at Farlow hadn't taken the time to understand the true status of the section, nor the effort put into informing local residents of the once a year passing of the trial, before they began to vent their self centred spleen in public. It didn't spoil the day and shouldn't effect the trial's future.

Our 1999 championship rounds have suffered another temporary setback. Silverton MC are forced to cancel their Exe Valley trial this year. Once again the problem is lack of an organising team and, like Shenstone before them, Silverton made the painful but correct decision not to attempt a half-hearted affair. We are assured that the Exe Valley trial will return in all its glory next year. If that leaves you looking for a classic trial to compete in on 18th April, look no further than Falcon's March Hare trial on that date! (don't ask about the name). This promises to be a splendid little event based on three challenging and differing sites just South of Milton Keynes. It's time some of you from the West came East for a change, instead of our crowd always doing the travelling! For the motorcyclists we are now including the 'End to End' Trial on the same date otherwise the Pouncy League will fall short of qualifying rounds. Richard Dawe has all the details.

It was sad to hear at the Exeter supper, that trials stalwart Jack Pouncy had finally left us and just before his annual trip out to Exeter services. No doubt his presence was sadly missed by a large percentage of the MCC's competitors on this years Exeter. Our own Pouncy League motorcycle challenge, now always in Jack's memory, enters into its fourth year. We would like to see a few more outfits plus British singles and twins out there on the hills. By virtue of their being designed for cars the sections are ideally suited to the chairs and heavier older solos. Not much of a challenge to a pogo-stick with lights (Mr Dawe) but offering a competitive and manageable day's trialling to the 'proper' machines. Come on you traditionalists, stop bleating about the cheat bikes on the pre '65 scene, join ACTC's Pouncy League and enjoy your motorcycling with us.

That's all for this time, have to go out and clear the mud off the driveway, happy days!

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The Hardy Trial

by Adrian Dommett

With the Tamar cancelled I thought I had got out of writing a report, only to have Dennis ask for one on the Hardy. We set off from home nice and early with the car on the trailer, as the gearbox was not in too good a condition. The weather was OK, but the waterproofs were packed just in case. The car sailed through scrutineering, we signed on and there was the chance of a quick coffee - then it was time for the off. Special Test 1 involved reversing uphill and round a bend, we completed this correctly, but were by no means the fastest, this honour went to Julian Dommett in his four speed Dellow (it's amazing what you can fit into a Ford 10 gearbox!)

The first section, Hell Lane, has never given us much of a challenge in the past, so I kept the tyre pressures up. We proceeded to the restart and, with lots of wheelspin and bouncing, eventually got to the top. Next were Uploaders 1 & 2. These are PCT type sections on grass and luckily we were the first car, so there was plenty of grip, as the grass hadn't been spun off. We managed to encourage the front wheels out of both these hills - much to my surprise! John Bell and Frank Burton both had good climbs on Uploaders 1 and just dropped one mark. Knowle Lane had its usual restart in the gateway, but this year there were large ruts low in the box, so we decided to park high and avoid the holes. We managed to clear the restart and the section. Pike's Peak is a nice grippy track until you get to the restart, then it turns to lots of mud. We got to the restart, managed to get away and then it was throw the car between the sticks and hope to get to the top. David Haizelden got a two in his Golf and Peter Treliving managed to clear in his Austin 7. Bayard is a twisty grassy section after the restart and was very dry compared with previous years. All of class 7 went clear. Tincleton was much wetter than expected and proved to be very slippery, but we struggled to the top with the passenger looking exhausted.

The bowl sections prove very popular with some competitors, and are feared by the rest. Bowl 1 was cleared by most of class 7, but Adrian Marfell failed to negotiate one of the corners and dropped a nine. This cost him the class win. Bowl 2 was rutted at the 12-11-10 area and this caused Dave Haizelden grief when the lead bumper of his Golf embedded itself in the dirt. Bowl 3 was very sandy, but most competitors, who attacked it at speed, cleared it with no problem. Meerhay was again quite dry with a double restart for class 8. Most of class 8 cleared it, but Dudley Sterry had a puncture and the tyre gave up at the 4 marker. The second special test was another backward forward test and, as the gearbox was making nasty noises, I decided to take it easy and ensure a finish. Fastest time went to Adrian Marfell, with 13.22 secs. We proceeded to the finish and a well earned pint. Thanks to the Woolbridge Motor Club for a well organised trial and all the marshals for giving up their time.



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THE CONCLUSION OF THE 1998 SEASON AS SEEN BY DAVE HAIZELDEN

The Allen Trial

A full field of 70 runners left the pub car park for the penultimate round of the 1998 ACTC championship. Dudley Sterry needed an overall win, with Adrian Dommett failing to finish in the top 10, to take the Wheelspin League to a decider for the final round, the Camel. Dennis Greenslade just needed to finish the final two rounds to win the Crackington Cup for the third year in succession.

The first hill, TOG HILL, saw the entire field clean, but, the sound of revving engines gave a clue to what was round the corner on BITTON LANE. Ron [Mine's a pint] Grimwood managed the only clean climb in class 3. Gillian Hayward also was the only one off the restart in class 5, showing Dennis [The Coach] Greenslade where to put it [the car that is]. Classes 6, 7 and 8 didn't fare much better, with only 12 cleans and 20 fails. Unfortunately Julian Dommett, in the 4 speed Dellow, came to grief when the driveshaft broke, which cost Julian the overall win.

Next was BIG UPLANDS, which saw both the FWDs spin to a halt, but the old pros in Class 2 cleaned the hill, showing the 'new boys' [Workman & Moss] how it was done. Further down the road waited the hill with what is possibly the most difficult restart in trialling, GUY'S HILL. Throughout the years only a very select band have managed this restart and this year was no different. The first to conquer was Tony Young. I then watched Nigel Allen and Graham Brasier fail. Next to attempt were Adrian Dommett and Judy Philips and they attempted the restart with the engine on full bore and the supercharger screaming. The Tractor moved forward, but after 3 minutes and a forward progress of only 3 feet, they finally gave up. Two cars back Dudley was waiting, which gave Adrian enough time to park up and get back to the restart to watch. Dudley picked his spot, let the clutch go and then nothing, except wheelspin, the scream of the supercharger and smoke billowing from the tyres and then, when we thought all was lost, Dudley performed a clutchless 2nd gear change and the J2 moved right to the top of the hill. As Dudley made his way back down Adrian was clapping a great climb. The third and final successful climb was made by Julian, who left the restart on tick over, compared to the team of Adrian Marfell and Paul Bartleman, who spun the Alfa powered Beetle with such force that the driveshaft bellows had swollen to twice their normal size.

The final special test, NANNY HURNS, certainly caused a few headaches. Pete Treliving wrapped up class 2 with the only clean and went on to take 4th overall. John Bell failed this test, but still had enough in reserve to take the class 3 honours. Class 4 was turning into a titanic battle between Giles Greenslade and Murray MacDonald, with Giles just pipping Murray with a faster time, as both went clean on the day. This meant that Giles scored 8 wheelspin points and put him into the top five in the Wheelspin championship [long may you stay there]. After we had completed the special test, Nigel Allen's Beetle followed us and, on getting out of the car, the foot pump left at speed followed by Nigel with a new vocabulary for my son Aaron to learn.

With the trial now winding down towards the finish fate still had another card to deal, or was it a revenge attack by Team Mitsubishi. As we approached the start of LITTLE UPLANDS reversing towards me were Dennis & Tricia Greenslade, with the rear suspension broken away - 'Oh what bad luck'. When we reached the summit I am sure I saw Tommi Makinen driving away in his three wheeled Mitsubishi! With

Dennis' retirement the Crackington Championship is in a strange position, in that Giles, Dennis and Dave Haizelden can each win, but neither of us can decide the outcome. Little do Tony Young, Charlie Shopland and Adrian Marfell realise that their performance on the Camel will decide the 1998 Crackington Championship. At the end of the Allen there was a dead heat between Dudley and Tony Young, with Tony taking the honours on smaller engine size. This also meant that Adrian, with his 6th overall, had won the Wheelspin League. A great day's sport. Well done Bristol Club.



Dave Haizelden on Roseland Quarry

The Camel Classic

The final chapter of the 1998 season saw the new Wheelspin champion, Adrian Dommett, with a last challenge to overcome. After Dudley Sterry's car lost a tyre on Meerhay on the Hardy, he laid down a challenge to Adrian, and the scene was set. In the Crackington League any 1 of 3 could still take 1st place, but none could influence the final result, so all eyes were on Tony Young, Charlie Shopland and Adrian [Rev it up] Marfell. Also out in a large class 8 field were the welcome sights of Mike Chatwin and Anne Templeton in their high powered Trolls. Roger Bricknell had his hands full with the Imp of Martin Harry, who just managed to keep taking the odd point on each hill throughout the day, but Roger had his revenge on the special test. Nigel Allen and Jon Robillard crossed swords again, with only 2 points separating them at the finish. Nigel managed the highest climb with a 2 on Clinnich. Giles had his hands full when the old Imp blaster, Roger Hancocks, made a return. Roger's climb on Hustyn stuck in my memory, as I am sure the car only touched the hill three times and spent the rest of the time flying through the air. Giles had one success on ROSELAND, with one of the best climbs up to the 2 marker, but, at the end of the day still trailed Roger by 54 points.

The biggest class of the day saw 17 class 3 Escorts take to the hills, with a few scores to settle between Paul Bartleman, Thomas Bricknell and Tristan White, after the recent Bodmin Trial, - and with Ian Moss thrown in for good measure. After the three Helligan stages Tristan had built up a lead of four points and he held onto the lead by a narrow margin of 2 points over Paul at the finish. Ian Moss could still have taken the class, but he dropped a 10 at Churchpark Woods, when the Cosworth powered Escort failed to take the sharp left hander up the bank.

The class 8 battle was between the two supercharged cars of Adrian and Dudley, with Adrian out climbing the field on every hill, although one slip and Dudley was ready to pounce. Mike Workman had a close battle with Clive Kalber and he eventually got the better of Clive by 4 points, with a clean climb on Roseland. The Crackington Cup was decided when Tony Young finished 5th overall on 12 points, giving him 5th in the Wheelspin League, just a single point behind last year's winner, Julian Dommatt. Julian took the Dellow Cup for 4th in the Wheelspin. Giles Greenslade dropped out of the Wheelspin and took 1st place in the Crackington Cup by 0.5 of a point ahead of the VW Golf of Dave Haizelden, with Dennis Greenslade in 3rd place. John Bell just managed to hold on to 4th place by 0.1 of a point from the hard charging Adrian Marfell.

The Camel is viewed by many as the hardest trial in the calendar, but with generous start lines, it is one of the most exciting, and there were only two retirements this time. Well done to Hans and the Camel Vale Motor Club. And also well done Adrian and Giles; they both said it was never in doubt.

MG Car Club Spring Trial 1999

The MG Car Club are once again holding their annual Spring Trial at Lintridge Farm, near Ledbury (adjacent to Junction 2 of the M50) on the 28th March 1999.



Members of the MCC, the Morgan SCC and the MGCC are invited to enter the event under the restricted clubman's regulations that do not require a competition licence, just an up-to-date club card. The event is a single venue PCT type, run closely to classic regulations. The sections are challenging and fun, but generally non damaging (no rocks). There are classes for all types - ACTC 1-8, however, if you have the choice, it will probably be more challenging in your "proper" (non 6,7,8) car, and even better if it is an MG, Morgan or similar.

The trial includes the MGCC "MG Trials Team Trophy", which adds to the fun, and we would like to see all the centres of the club represented. More specifically we need MGCC members in MGs to form teams and enter. The SW Centre won it in 96 and 97 and the Midland Centre in 1998 - can another centre get in on the act?

For regulations please contact Brian Osborn on 0121 453 3380.

ACTC DISCRETIONARY AWARDS

By David Alderson

Just to clear any lingering doubts, if you never ask you will never normally find out how, the following procedure is followed by ACTC in allocating its discretionary awards each year. The elected officers each input their own ideas, based on observations throughout the championship year, for the individual awards. After due discussion the recipients are democratically arrived at from the list of names. In the case of trial of the year the observer's reports are also taken into consideration. The Moore Trophy goes automatically to the most successful class 2 competitor during the championship year. The Premier Trophy goes to the most successful FWD competitor not scoring a top five position in either the Wheelspin or Crackington leagues in the year. Here are a few short notes about the 1998 recipients.

Coupe des Dames

Tessa Alcock impressed us all with her spirited handling of the big Beetle, I personally watched her determined attack on Hungerford on this year's Clee Hills trial, she is going to take some stopping again in 1999! Gillian Haywood in the MGB will certainly be giving Tessa a run for her money this year and we can expect some fireworks from Emma Flay and Hazel MacDonald, both of these ladies are 'fast tracking' into the driving seat thanks to their expert coaches!



Tesaa Alcock (Photo Derek Hibbert)

Rest & Be Thankful Trophy

Up until 1998 the preserve of the car bouncers but now we have the Pouncy league to consider and were unanimous in rewarding the efforts of David Jones in crewing Keith Lees' big Norton Wasp outfit so competently during the year. The passenger on a trials outfit contributes even more to the success or failure of the effort than a good car passenger does. Perhaps it is time for another trophy to be added to the Pouncy League list, any volunteers for a donation?

Wait until Next Year Trophy

Often jokingly referred to as the kiss of death, it is genuinely awarded to a competitor who the officers feel is destined for stardom in the coming season. Ironically over the years a number of its recipients have never been seen or heard from again! Let's hope that 1998 recipient, Anthony Andrew, another big Beetle driver; is able to build on his 1998 Exeter trial result and Crackington Cup scores to break the jinx.

Tractor Tug Trophy

We didn't award this one in 1998. Standards of preparation are definitely improving and there were no real hard luck stories springing readily to mind.

The Moore Trophy

Once again Peter Treliving took top pre 1941 honours in the Austin Seven. Come on you MG boys and what about side valve Pops? Peter will relish an even stronger challenge in 1999.

Trial of the Year

(The officer's views are supplemented by the observer's reports when arriving at the final decision for this award) Bristol MC & LCC's Allen took the trial of the year again. Always very well organised with great attention to detail, although the format remains unaltered. It works, so they elect to keep it the same. There was a very strong challenge from MAC's unique Manx trial, a superb event, very well organised and a thoroughly enjoyable weekend. Let us not overlook the difficulties in organising an event at arms length, not to mention 'overseas'! In the final vote Bristol just pipped MAC.

Mike Massey Memorial Trophy

No dissenters on this one, Brian Osborn was the unanimous choice from the outset. Brian is an absolute stalwart of Classic Trialling, he perseveres with the MGB because he is an MG fanatic and just loves taking part in our events. I doubt that it would ever cross his mind to enter anything other than an MG! He is truly a sportsman in the mould of the late Mike Massey and also a tireless worker for our sport. Brian was instrumental in arranging for the ACTC stand at the NEC show; his efforts are much appreciated.

The Premier Trophy

Adrian Tucker-Peake carries a family name synonymous with the sport of classic trialling. His own competition history spans back a good few years now having successfully campaigned his late father John's famous Runner Bean' Ford Pop trials special saloon. Adrian broke off from the sport a few years back to pursue his career in North America. Of course it could have been the hair-raising experience of passengering in 'Shorty', which prompted him to leave these shores! Whatever, he has returned to Mother England and rejoined the trials scene at the wheel of a FWD Peugeot 205 to great effect.

Adrian Dommett's Championship Year

by Dave Haizleden

Adrian's love affair for this sport began at a very early age, when he started riding bikes in the ACU before he reached the legal age to ride. His first taste of four wheels came alongside George Davey in 1985 in the NHC Special. In the late 1980s Aide began to build his own special (The Fugitive) and joined his brother, Julian, who was competing in an Escort, in entering the ACTC rounds. Adrian continued with the Fugitive, but the results never came. A look at some early performances show Aide last in class 8, beaten even by the FWDs. Early in 1997 two changes occurred - one was the leasing of the Ford Special from Julian and the second was a change of bouncer, as Adrian was joined by Judy Phillips. At first all was not well, with some early retirements and a noticeable lack of power. After the summer break Aide was back with a Shorrock supercharger under the bonnet, which gave him the odd hundred extra horsepower. The Tamar Trial was the testing ground for the Special and, after making the only clean climb of Bedrock, he went on to take his first overall win. Brother Julian took the 1997 Wheelspin title, so the pressure was on for the 1998 season.

The first trial of the year was the MCC's Exeter, where Aide and Judy recorded the only class 8 climb of Simms, but his day was spoilt when he was judged to have failed the restart on Wootton. Next it was on to the Cleve Hills, where Dudley Sterry ran early and cleaned out all the sections, which helped Aide to first overall. The North Devon followed and both Aide and Dudley would like to forget it! First Dudley failed Riverton and then Aide drove straight through the restart on Bray. Roger Bricknell took second overall to mount his early challenge in the Wheelspin League.

The championship then moved on to the Torbay. Clerk of the Course, Greg Warren, had placed the class 8 restart on Simms right at the top and it looked almost impossible, and so it was for all except Dudley. He went on to score a well deserved 10 points. Next it was up to the far north for the Chase Clouds, where Dudley thought he saw the gold at the end of the rainbow but, instead, went the wrong way. Aide took full advantage of this and took the overall win. He was heard to say that his climb of Pheasant's Rise was slow going up and a whole lot quicker coming back down.

Dudley made amends on the Exe Valley by taking the win, with Roger Bricknell in second place. The final trial, before the summer break, was the Kyrle. David Alderson had the overall win in his pocket until the Waterworks, where he powered the Troll straight up the section, unfortunately the hill turned left. Aide took this win, with Dudley and Roger third and fourth. With the summer break now upon us Roger and Dudley ventured across the sea for the inaugural Manx Trial, while Adrian stayed at home in the garage.

The Taw & Torridge saw the resumption of the battle, with Thomas Bricknell helping his father, by pushing Aide into second place, whilst Julian helped Aide's cause by demoting Dudley to fifth. Next up was the long haul north for the Edinburgh and Aide was hoping for a full five Wheelspin points, but, with the smallest touch of a cone, the points and the overall win were gone. Adrian's special test times were four seconds quicker than the overall winner. On what is possibly the hardest trial in the calendar, the Exmoor Clouds, Adrian suffered a rare mechanical failure. The clutch slipped and the second hill of the day was failed. Was this the moment when the championship

was lost? However the results a week later showed that both Dudley and Roger did not take any advantage, so the battle was on down to the wire. On Adrian's home event, the Hardy, the championship swung to him, after Dudley's car lost a tyre on the final climb of the day, dropping him an undeserved 6 points. Aide was unstoppable and went clean, taking the win for the second year running.

The championship was now a two horse race, but Dudley would have to win the final two events. With the Allen up next all of class 8 were looking with trepidation towards Guy's Hill and the restart. Aide had first go and, with the supercharger on full song, he might as well kept on singing as the Ford Special was going nowhere. Next was Dudley, who with his supercharger singing, slipped the MG into second with a slick clutchless gearchange and he went on to share the outright win with Tony Young. Tony took the 10 points by virtue of smaller engine size and this meant that Adrian was the new Wheelspin champion. With only pride at stake the two of them went head to head on the Camel. Never before has the Camel been so tamed with Aide coming out on top, with his fifth win of the season. Dudley lost only two points and fittingly came in second. An out of retirement Mike Workman was third.

Adrian has fought long and hard for the Wheelspin trophy and he spent many a long night in the Harcombe workshop, burning the midnight oil. Above all what has made the victory even sweeter for him was pipping the man he admires most in the classic trials' world. "Thank you Dudley".

Terry Coventry

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What's in a name?

All of us at some time or another have had contact with famous things or people - I once ran with the Olympic torch, I've been in the ring with Henry Cooper, played tennis against Angela Mortimore and even seen Simms Hill cleaned by Dennis Greenslade! But all of these highlights were but brief encounters. On the other hand, if we are lucky we meet a real star who becomes a long time friend (..... or he was until he read this article). An ace who has been competing in offroad motorsport since motorcycles had girder forks, the early 1950s, the golden age of British motorcycles - history tells us in those days our hero bought his first second hand bike and, like the rest of us, modified it with a hammer, chisel and hacksaw, to lighten it. In those days solid back ends were the fashion - "can't get to grip with they there springy things" - so, when riding offroad on rough ground, the rider's rear end took a fair bashing. The result of this can still be seen today with our STAR. He is still only 5' 6" tall, but built like a brick water closet (polite term), a man with a great smile on his face and an excellent sense of humour (I hope)

This man has been a loyal clubman all his motorsport career, being a member of the Taunton Motor Club (would no other club have him?) and he has represented them as a competitor, committee man and hard working course/section erector over four decades. If ever the BBC have a 'Clubman of the Year' award our ace would be there to collect the trophy. He has always lived in the village of Irton in Somerset, a real good zummerset boy - as Lloyd Grossman would say "Who would live in a place like that??"

Well good readers, if you haven't already guessed who this truly revered star is - it is that notorious motorcycle champion of the ACTC and Pouncey Cup winner "Buster" Griffin. Those of you readers who are not in the fan club may well ask why Buster? Well, back in the early days of our star's rise to fame, the motorcycles that he had hammered, chiseled and sawn very often fell to bits or stopped suddenly, which resulted in the rider being ejected, with the result that, on many occasions, our hero lay on the ground saying "I think I've busted something". Thus he became Buster and Buster he has been ever since.

His garage has seen BSR, DOT, Greeves, Triumph and a very nice Sammy Miller Honda, all of which he modified by the H C and Hacksaw method. When we oldies get together we reminisce for hours about modifying the bikes and grieve that modern motorcycles do not need this type of treatment. This means we now have no excuse to say to 'her indoors' "I've got to go to the garage to work on the bike for Sunday" - there must be hundreds of cobwebby garages full of rusty hammers and hacksaws.

Buster occupies his week between events by driving an HGV bulkgrain carrier and can often be seen hurtling along the A30 at high speed, tailgating little private cars and making old ladies jump off pedestrian crossings. It is rumoured that there is a lady in every transport cafe dreaming about him.....

After all the years and all the miles our star is still as keen as ever. He still rides Enduros and has ridden on the Welsh 2 Day event for the last few years - last year his (non-modified) bike broke down and the year before his bike was stolen but, ever the optimist, he is sure he will finish this year. In his early years he was a force to be reckoned with on the scrambling scene and, quite recently, in the local pub, after six pints of cider was heard to say "I wouldn't mind having a go at pre '65 scrambling". Come on Buster, you can do it. A Mr Ralph Venables is waiting to write the report

headed 'The Windwhistle Flyer Rides Again'. One of his proudest achievements was to form and be the manager of a motley crew of riders known as 'Buster's Boys', who have won many team awards. Even as recently as last year he could be found at the start area hyping up his team with such orders as : "I will win today, you boys buck the other riders" or "You boys follow me into the restarts and dig big pits with your back tyres" or "If we don't win today you can walk home" etc etc. I suppose with so many other sports available these days people don't stay for long periods at any one thing, but Buster has. All who know him think well of him, a dedicated motorcyclist, a man who has done that, been there and worn out the tee shirt ... and he still comes back for more! But.... Beware Buster - we are all out to get our hands on that Pouncey Trophy next year.

Strange, it is now nearly midnight and it sounds like an HVG grain carrying lorry has just come up my drive Oh Dear it seems to be leaking petrol and it's all coming in through my letter box. I shall have to light a candle and see what's happening..... Good night all.

Keith Lee

PS Buster's one fear is to be asked to navigate for a car driver, he's terrified!

DESTINED TO TRIAL?

GILES GREENSLADE 1998 Crackington Cup Winner

A Profile by Chantal Greenslade

When I was asked to write a profile on Giles my immediate reaction was "Where do I start ?" Dad very kindly dug out some previous copies of Restart in order that I could see what was expected. I started browsing through the many profiles which had been written on past Crackington and Wheelspin champions. My first thought was "this is going to be a very short profile!" The one major factor that everyone seemed to have in common was many years of vast experience in motorsport; not only classic trials but rallies field trials, sprints, autotests etc., Giles at 25 years of age does not. The fact that Giles is only 25 does make his win this year of not only the Crackington Cup but also the ASWMC Classic Trials championship (the Bristol Evening Post Trophy) even more remarkable. Especially as this has only ever been achieved in the same year by two other drivers, Dad (Dennis Greenslade) and Roger Bricknell, both with more years experience than I'm sure either would care to mention.

Others have been heard to comment that as he was practically born into a Beetle, what else would you expect? Little do many of them know that this comment is actually true in that Giles was almost born in Dad's Beetle as it was rushing across the Clifton Suspension Bridge on the way to Southmead Hospital in Bristol. Dad's trials car at that time was a green 1600cc Beetle registration number 2373 VW. Giles was born on the 23/4/73. Was it all in the stars ? As children we spent many weekends involved in trialling, marshalling or at VWOC events. The one memory I have is that my brother was never very interested in trials, certainly not even enough to want to passenger. The few recollections I have of Giles in the back of a trials car are field PCTs and the Tamar Trial in 1979. Our grandfather (Frederick Ingram) navigated and Giles and I both went along for the ride - Mum obviously wanted a peaceful day. The result a class and outright win.

Giles's first MCC Trial was the Exeter with Dad and Tricia competing in a Porsche 911. They still claim to this day that they can't remember him being awake between the start and the finish.

Shock horror! It is 1994 and Giles announces that he's buying a Talbot Sunbeam from Dad and intending to start trialling himself. This had mixed fortunes. His first event was the 1995 Exeter and three sections later at Clinton, Giles retires and is on his way home. In the Exeter of 1996 Giles fails Clinton again, only to reverse back and drive straight up. That was all that eventually stood that year between Giles and his achieving a first Triple Award. On the Torbay of 1996 Giles still proudly mentions that at one stage he was ahead of both Paul Bartleman and Rodney Burrows in their Ford Escorts, although they soon put that right.

By January 1997 Giles had acquired, again from Dad, his present orange 1300 cc Beetle. His first club trial in the new vehicle was North Devon Motor Club's



Giles, Are those tyres legal?



One day I will beat Dad !

Exmoor. All five competitors in his class finished with a clean sheet. After the speed test times were accounted for he finished in fourth place. A good job that he's improved his times since. In May 1997 Giles navigated on his first rally - The Irish Ferries Classic Tour of Ireland. This was with Dad driving his 1947 Riley Bertone. Giles had to master Tulip instructions and stopwatches, coupled with an odometer which was at best 15% inaccurate. They finished with a class win, the team award and a very respectable ninth overall. 1997 ended with the tables turned with Dad passengering for Giles on the Camel Classic. Dad was suitably impressed when Giles had a higher climb on both Roseland and Cinnick than he had ever managed in the same car. Dad's comment that followed was "that surface conditions must have made the sections easier!". Was the old man already getting worried ? - having already made the rash statement that when Giles beats him that he would retire.

1998 began with a Silver award on the Exeter after a fall on Simms, a section which Giles has yet to climb on an MCC trial. The Exmoor and Chairmans both saw class wins, followed by three seconds in class on the Torbay, the Chase Clouds and the Exe Valley. A very cold Land's End and another Silver award after not clearing the Beggars Roost restart. The Kyrle finished the first part of the season where he came seventh. Giles still blames Tricia for jinxing the event for him. The second half of the season began with the Taw and Torridge. Giles was without a navigator and in sheer desperation asked me. I rather begrudgingly agreed being worried about what I was letting myself in for; not trusting his driving generally let alone enough to get into a trials car with him. We arrived at the start whereupon Philip Mitchell came over and stated that he did not expect to have to stop us fighting half way through the event - which tells you a little bit about how we got on when we were growing up. Joking aside, a class win and the fastest speed test time of the day and I was more than suitably impressed; hence my presence since. (That's the nearest you'll ever get to an apology Giles!). The Ebworth, the Edinburgh and the Exmoor Clouds followed, all with class wins. With the Edinburgh came Giles' finest hour to date. Dad driving back down Litton Slack in his blue 1300cc Beetle, whilst Giles climbed it - he has the photographs to prove it.

It was on the Exmoor Clouds that Giles realised that he was a serious contender for a place in the Crackington League. A second on the Hardy meant that there were only two championship trials left with Giles, Dad and David Haizelden heavily in competition. Then the Allen Trial and I know that Giles's emphasis was very much on having a good day out and aiming for third place in the Crackington League. Fate or Tommi Makinen lent Giles a helping hand with a retirement from Dad with a broken rear suspension after Mill Lane. Another class win, second overall - watch those Wheelspin points! - and the ASWMC Classic Trials championship wrapped up. Only the Camel left and it was all out of Giles's hands. All he had to do was finish although at one point even that looked uncertain when Nigel Allen confirmed that a steering ball joint had all but gone. We limped through the last few sections just poking our nose over the line and then on to the finish. By the time the results were announced Giles was practically shaking. All his hopes lay with Tony Young or Charlie Shopland to push him out of the Wheelspin League - I never found out how much he paid them. Yes he'd done it - Giles was the 1998 Crackington Cup champion with David Haizelden and Dad achieving second and third respectively.

I'm sure that we would all like to remind Dad that when Giles beats him he was retiring. We're waiting

JACK POUNCY

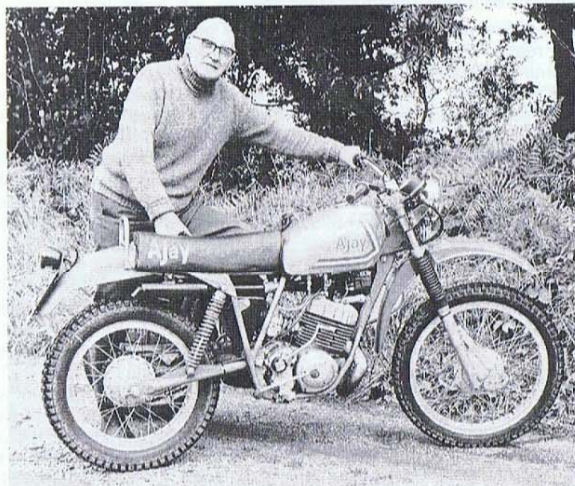
by Ralph Venables

When I attended Jack Pouncy's funeral on December 30, along with over 100 friends and colleagues from the motorcycling and horticultural world, my mind went back to the mid 'thirties' and my first encounter with Jack. He was competing in a North Hants motorcycle scramble (solo) near Aldershot. In later years, I saw dear old Jack many times - mostly at MCC events, where he was either riding or officiating - and I visited him at his house near Wimborne. We looked at historic programmes and photographs and talked endlessly about motorcycle sport as we once knew it. And on one of my

visits I was pleasantly surprised to be asked if I would write the foreword to his book (published by John Aley in 1995). Not long before that, I set the wheels in motion to get Jack proposed and duly elected as a Vice President of the MCC - approximately 70 years since he had joined the club. His 95th birthday was on November 28th and we reckoned that he would live to be at least 100.

But it was not to be. The death of his wife last April deprived Jack of his indomitable spirit, and, in all honesty, I feel that he was hoping to leave this world. He had been chairbound for some time, yet his keen interest in motorcycle sport never waned. And remember, he had competed in his first event when barely 20 years of age and he was, amazingly, still competing in the MCC classic trials at the age of 79.

Most facets of his colourful career are chronicled in his book, and he had long been a familiar figure at time checks on the MCC long-distance events and as starter on the annual MCC Testing Trial. Never ruffled or annoyed, Jack's forceful style when driving his sidecar was absent when he was officiating, yet he was always a man of strong opinions and never afraid to voice them! In his younger days, he was involved in record-breaking attempts at Brooklands and with the manufacture of Pouncy motorcycles. There was a Pouncy Owners Club at one time, but, in due course, my old friend turned to horticulture as a means of making ends meet. His fame was greater than his fortune, but Jack somehow rode above all setbacks and made light of all problems. It was a privilege to have known him. The world of motorcycle sport was a better place in consequence of Jack Pouncy's involvement, and I doubt whether we will ever again see such selfless dedication.



The late Jack Pouncy standing proudly behind his 360 Pouncy Ajay, the last machine he rode. It was made for him by Fluff Brown.

Brenda's 17 hours in a Skoda

the Exeter Trial by Brenda Burton

11pm on Friday night and we are off to Popham Airfield for our start of the 71st Exeter Trial. We arrive in plenty of time, which is just as well as Frank has to renew one headlight bulb and tighten up the connections on both headlights. So, with both headlights working, we pass scrutineering. A cup of tea and we're off back down to Tintihull, at least the route was different this year - we get tired of going up and down the A303, mind you, we're used to the A30 from Shafestbury to Yeovil as well, living where we do. Start time proper for us is 5.56am and it's not raining. After a nice steady drive we get to Section 1, Gatcombe Lane, which has nice cheerful marshals. no hold up and no problem in getting to the top. Then it's on to Norman's Hump, passing an Opel (I think) who had slipped into the ditch at the end of the first section. We shot up the hill at great speed only to fail about 6' from the top. The Skoda is a bit different from the Marlin, and Frank is still not sure if I should sit in the back or the front. The car certainly doesn't seem to lack any power. Now for Section 4, Bovey Clinton, and a long wait for us, so glad I brought my book. Nearly all the cars in front of us were having to be pulled up to the first track by tractor, and this included us when it was our turn. En route to Waterloo we passed Tim Whellock with the engine in pieces; he said the front seal on the crankshaft had gone, but he was dealing with it. Waterloo didn't prove to be too much of a problem and on we went to Stretes, where we zoomed up that as well. Next the route took us on to the Honiton Jet garage passage control, this time last year we had to retire here, so we felt quite good to be going on with the car going well, and it still wasn't raining!

The next section was about 18 miles on and it was good to see a SO sign every now and then, to reassure us that we were on the right road. Greenslinch was the first special test and it was taking place in what was like thick soup. Talking of thick soup, next was the check in at Exeter services, where we could take a break and catch up on time with a shorter stop. From Exeter to Tillerton - the next section - and the route had been drastically changed. The mileage was much the same, but I always feel nervous when the route takes us down narrow Devon lanes, especially on a Saturday - with high banks the vision is pretty restricted, just asking for near misses or an accident. Enough of my moan, and we take our turn up Tillerton, after a chat with Angus and his team. The way the Skoda has power is to rev high, which means speed, so we go at what seems like break neck speed, except we leap from one deep hole to the next boulder - then disaster, a puncture which stops us from getting to the top. The tyre is all in shreds and the engine isn't sounding too good either. With many thanks to all the marshals and other helpers, we just managed to push, yes push, the car up the rest of the hill to clear the section and change the wheel. Here Roger Ugalde came to our help and got the car running again, so it was off to Fingle Bridge. Although we were still going the engine was pinking like mad and the car seemed down on power, but we clear Fingle and do the second special test without any more problems. Wooston Steep has no restart for us, so up we go and out at the other end. The Skoda is not running too well, but we soldier on to Pepperdon and clean this as well, however the car will not tick over and Frank is getting worried. Simms is next and there was no way we were going to get stuck down there, so Frank decided to retire.

We pulled into a lay-by just before Mortonhampstead (second time) and Tony Young pulled in behind us. He and John take on their overnight bags, that we had been carrying for them, and the travelling marshal's report card, and with a bump start we

headed for home. The engine was dying every time Frank changed gear and then catching on again. We didn't dare to stop to change drivers or to get some petrol, just in case it wouldn't start again. Next day we discovered that we had come home with not only a cracked distributor cap, but a broken needle in the carburettor; and so to the next time the year 2000. Last but not least let us thank all the officials, marshals and general helpers who put in so much time and effort and get wet and cold, just so we can enjoy our sport. We hope to do a bit of that on the Lands End, see you at Penzance.

My first Classic Trial

by Hazel MacDonald

I had never driven on a classic trial before and I chose as my first event 'The Exeter'. As a passenger I'd accompanied Murray on many trials over the years, often wondering what it would be like to attempt these steep and rugged sections myself. Never imagining a day when these thoughts would become reality. However encouraged by Murray and assured that I could use the car to its fullest capacity I entered the trial. As the day became closer I felt very apprehensive and occasionally doubted my sanity. I consoled myself with the fact that I was driving a Beetle which had a proven track record, and had Veronica - an experienced navigator - to guide me.

In the queue for scrutineering at Cirencester I realised there was no turning back and become very stoical about the situation. Anyway I was about to fulfil an important ambition, that of becoming a trials driver. After climbing the very straightforward Gatcombe Lane I was feeling a little cosier. However there seemed to be gremlins in the car and it refused to start, much to my horror. Maybe JAZ had suddenly discovered it was being driven by me. Finally we moved on to the woodland area which contains Normans Hump and Bovey Clinton. I literally attacked Normans Hump with all the HP and determination I could muster and made a valiant attempt but failed the final few feet. Now the descent, which I took steadily remembering the wise words of a fellow trialler. This failure left me feeling nervous about the next hill, Bovey Clinton, and waiting in the queue for the said hill, in the dark, amongst experienced triallers rather filled me with awe. When my turn came I put the previous failure behind me and after accepting some support and advice from my fellow competitors I climbed the hill. After the ascent I knew why I wanted to drive, the sense of achievement is tremendous and the adrenaline certainly does flow. This hill saw off any doubts I had and I can honestly say I didn't feel nervous again just very excited and motivated.

There were to be two further failures, Waterloo and Simms. The first of these was, I feel, a hill for the experienced, as I failed to get round the corner but the second, I believe, has been the downfall of quite a few. You have to have a lot of respect for a hill like that. I approached Simms with real determination and HP but to no avail and had to descend whilst trying to have conversations with several spectators. The atmosphere is superb here and I felt elated even though I'd failed. The remaining hills posed many challenges. For example the rocks on Tillerton, the tree roots on Wooston Steep and the sheer height of Slippery Sam. I remember thinking I've reached the restart now let's try and drive away and we did. Veronica and I were so excited and on such a high that, as we drove along the track afterwards which is a section in itself, that we became almost inarticulate. Restarts were a worry because whilst practising

I'd usually failed to stop in the correct place, However I managed to place the car correctly on each occasion although it's something I'm very aware of. I worried about the special tests too, but managed to complete them with respectable times.

The whole event was an experience which has left me feeling I want to trial again. I am not saying that the Land's End will be approached without intrepidation, but at least I have a little experience behind me. Finally I would like to thank Murray, for the loan of the Beetle; Veronica, for her patience and guidance and all the marshals who were so supportive.



Falcon's Eye View

by Michael Leete

Excellent Exeter

Conditions couldn't have been better for the 71st Exeter Trial. It was nice and muddy underfoot on a nice bright sunny day. Things were not so hot results wise. Simon Robson may get a gold provided the marshals on Waterloo turn a blind eye to his stop on Waterloo when his Skoda jumped out of gear. Likewise Ian Davis needs a bit of luck. He failed the class 8 only hill in Bovey

Woods, just like most of his class. Rumour has it that one class 8 got up. If that's not right and nobody did then Ian could be on for gold.

We had another excellent Falcon entry, seventeen cars coming to the line. The four Popham crews had it easy. They could find the start! It wasn't so easy for those electing to sign on at Cirencester. The MCC directions were very comprehensive, "Haynes & Strange, Cirencester" and that was that. There were many different strategies to cope with this, varying from ringing the Clerk of the Course the week before to just turning up at Cirencester and hoping to stumble across the venue. As it turns out the new start was only a hundred yards away from the old one and everyone found it OK.

As usual there were dramas before the off. It was a nice one for Dave Nash as the club finally accepted the Skeetle in class 7. So it was off with the red sticker and on with the yellow. Life had been pretty tough for Brian Alexander since the Edinburgh. His white Fiat failed the MOT because the under-body damage was so bad after seven years' hard trialling, much of it on those rough, tough West Country events. There wasn't time to fix it so Brian decided to transfer the white car's engine and gearbox to the red PCT car that he and Kevin drove at Brickhill last year. This is bored out and tuned a bit more than the red cars normal lump. These things never go to plan and when it was finally installed it ran hot and blew the heater valve in protest. Brian and Kevin couldn't repair it in time so they had to blank it off and rely on the winter woolies and thermal underwear. The drama wasn't over yet because the motor didn't want to restart from hot, all was well once the dirt was cleaned out of the idle jet and Brian and Kevin made it to the start. At least all was well with Alan Bellamy's Brasilia, which was fit and ready to start its first MCC event. There were a few interesting crew changes. Hazel MacDonald was driving in her first classic trial with Veronica Caspari reading the route card. Andrew Cairney had exams on the Monday and wisely decided to stay at home revising so his sister Sarah sat alongside Dad to ensure he stayed out

of trouble. Christine Manning had to put her job first this weekend so Peter's sister stepped in as his passenger, a job she had once done for his father. The night was cold for the run to the breakfast halt at The Jolly Diner at Tintinhull. No, it I haven't got confused with the Lands End. The Cricket St Thomas Wildlife Park is no more and is being converted to a posh Hotel, even Mr Blobby couldn't save it, or was it all his fault! All the Falcons survived scrutineering, the greasy spoon breakfast and the first hill at Gatcombe Lane. Hazel MacDonald's problems started at the summit after she and Veronica had pumped up JAZ's tyres, as the Beetle went into a sulk and wouldn't start. They finally got things going but lost half an hour by the time they arrived in Bovey Woods. Normans Hump was first on the agenda, with Reg Taylor and Geoff Jackson on the start and Peter Mountain officiating higher up. It was pretty greasy on top but there was plenty of grip underneath and all the mud from the logging operations had disappeared since last year. A few words of description for those of you that don't know the hill. It's very long, absolutely straight and quite steep, apart from where a track crosses half way up. This is where the yellow restart is situated, the reds having a tougher one just where the gradient increases dramatically.

All our restarters got away OK for a clean but there were problems down in class 4, even though they had a straight run at the hill. Brian and Kevin were finding the little Fiat was severely down on power and it didn't make the top. Neither did Hazel and Veronica. They started off OK and made the cross track but they weren't going fast enough and ran out of momentum before the summit. This set an amusing series of events into motion, involving Fred Gregory and Pete Stafford, who else! Hazel reversed down to the cross track and off the hill where the engine fluffed and refused to start. Fred and Pete were given the all clear and stormed away up the lower reaches. Meanwhile a front wheel drive car dodged around Hazel's stranded Beetle and crossed the track in Fred's path bringing him to a halt for a balk. There were now three cars strewn around the junction and it was some time before the hill was clear. The Falcon drama wasn't over as Neil and Marc arrived at the top with a puncture. Their first of six! Running at the end of the field Stuart Cairney was finding the deep ruts a problem, but once the Imp jumped out of them things got a lot worse and he stopped with a loss of traction.

Normally Clinton is next on the agenda, but not for the class 8s this year. They had to tackle a new hill called Branscombe Bank. This started on the main track, before turning ninety right up a rough, muddy path through the woods. It was pretty tough. The best Falcons got about twenty yards up the hill before coming to a stop with wheels spinning. Ian Davis and David Thompson didn't get that far in their VW Buggys. With very little weight on the front end they both under-steered into the bank on the right hander. Clinton was next, the club's own hill, so all the Falcons wanted to do well in front of their friends. It was a new Clinton though, with an extra bit at the bottom. Hazel put her trotter down and stormed up but Brian wasn't so fortunate as the Fiat just didn't have enough power. He wasn't the only one, Tom didn't make it around the corner and neither did Peter Manning, whose Midget had got a bit hot waiting at the bottom and fluffed to a stop immediately after the line and was another client for the super tractor. Dave Nash failed as well and there's quite a story behind this. Dave and Julie had punctured earlier and the damaged tyre was on the spare wheel carrier immediately over the top of the engine. Unfortunately the flat took up more room and knocked off one of the air filters, this deranged the throttle linkage and the Skeetle didn't have the grunt to get round the first bend.

Then it was across the A3025 to Waterloo where Hazel MacDonald was still having trouble starting JAZ. Although she knew what was just around that sharp right hander Hazel didn't have her trotter planted firmly enough on the gas peddle and the Beetle didn't make it up the steep gradient that follows the corner. This is a common problem for Waterloo first timers and I can remember doing exactly the same thing myself. All you can see from the start is a sharp, blind, right hand bend, but it's essential to put the power down hard as soon as you start to turn, even though you can't see where you are going to end up! Hazel wasn't the only one in trouble on what old hands regard as a pretty straightforward section. Simon and Matt Robson had their Skoda jump out of gear. Their gold depends on charitable marshals taking the view they didn't come to a complete stop before getting going again. Alan Bellamy was having an exciting time with his Brasilia as the throttle kept jamming open. It wasn't a problem on the sections but it was a bit disconcerting on the road, especially when coming up to roundabouts and traffic lights! Waterloo was to bring just the reverse problem for Alan as the brakes seized solid on the hill and the car came to a halt in mid-section with all four wheels firmly locked. After getting clear Alan released some of the pressure from a bleed nipple after which everything returned to normal. There must have been some muck in the system from the considerable time the car was laid up in Andy Clarke's back garden.

Stretes was simple enough and the special test at Greenslinch wasn't as wet as normal, the hole containing slurry rather than water this year. After this section the navigators had to earn their keep, as the route to Exeter services was an MCC delight. The route card said "SO into Broadclyst and just after 30 mph sign L dp Dog Village". Coming to Broadclyst there was the 30 sign and a left turning but no "Dog Village" sign, but there was a left turning with a Pet Centre on the corner. However turning left bought you into a little road with lock up garages either side which ended up as a dead end. There were competitors going up and down in every direction. The real turning was about half a mile up the road just after a 30 mph sign. Closer examination revealed that the first sign was a few yards before the "Broadclyst" sign and that didn't count!

After the break at Exeter came Tillerton Steep. Rough and rocky as ever, with a restart on the slab for classes 6, 7 and 8. This defeated Clive Booth, Alan Bellamy and possibly others, the notes are a little sketchy here! Mike Pearson didn't fail the restart, he didn't see it and just drove straight through. That's why some of us wear specs Mike! Hazel Mac was learning how to gun the motor in JAZ, finding that if you go fast enough you can fly over the bumps! This technique didn't work for Stuart Cairney, he got his Imp airborne on the slab. When it came down it found mega grip and stalled. Our other class 4s all made successful ascents, although it was at the expense of another puncture for Neil Bray. Fingle was next with more Falcon involvement as Murray MacDonald was Chief Official on the hill and Mike Furse was sector marshal for the area. Colin Stevens had a puncture and as he was in considerable pain from sciatica decided to retire. Peter Manning was another to puncture here, but he kept going at the expense of a destroyed wheel rim.

Fred Gregory's Melos was making some rather horrible noises and riding mechanic Pete Stafford diagnosed the fault as a propshaft UJ bearing breaking up. They decided to carry on and nurse the car to the finish, incurring a fail on Wooston Steep by taking the blue and white route. Wooston contained various handicaps for the higher classes. 6 could go up the easy route, but had to perform a restart. This was identified by a red board which according to the route card meant class 8 only, a

common restart being specified as a Black R on a Yellow board. This caused confusion for Dave Nash and Alan Bellamy, Dave stopped and Alan didn't. We await the results to see who was right! Ian Davis was our only class 8 to make a successful ascent, the others being defeated by either the restart or the steep hill they had to climb.

Falcon Exeter

The Pepperdon section was a restart on tarmac, an Exeter specialty that had to be treated with respect as the road was covered in mud and the gradient was quite sharp. There was a time control before Simms and the early numbers had to waste away around three quarters of an hour to avoid being early. The old hill was on form again this year and only Simon Robson and Ian Davis made successful ascents. Arnold Lane was watching and said that Simon's climb was really something, scattering the spectators as he swerved to the right hand bank to avoid the slippery slab. This appeared to be the trick, Arnold reporting that ninety percent of the successful climbers went the same way. The slab was the problem, it was very slippery and provided almost zero grip and few competitors had the momentum to carry them over this formidable obstacle. Competitors now only had Slippery Sam standing between them, a cold beer and warm bath. This was to be a sting in the tail. The restart was right at the top on the last corner. Neil Bray thought he had missed it lower down and was so busy worrying where it was he did a Mike Pearson and drove straight through. Alan Bellamy was another to have brain fade here after struggling with more carburettor problems. The idle jets kept blocking up and Alan had to keep stopping to clear them. So ended another Exeter, a competitive trial run in pleasant conditions. There seemed to be a few organisational problems, but this didn't detract from a wonderful trial, wrapped up for many with a dinner where we had twenty Falcons seated together, a fitting end to a great event.

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Claggy Clee

Adrian Dommelt won a very muddy Clee Hills Trial on 24th January, his climb of Bradbury's Bank putting him into a commanding lead that he was not to lose all day. David Alderson and Adrian Marfell headed the chasing group although Adrian was aided by the class 8s having to do more hills! The organisation was very professional. Superb documentation, plenty of marshals and recovery. In fact everything we have come to expect from Jonathan and Pat Toulmin. It was needed because the conditions were pretty dire. The heavy mud caused some appreciable delays and the field was well spread out at the end.

There was another strong Falcon contingent. Neil Bray had Allison reading the route card as Marc Lawrence was hosting an Escort owners' club meeting back on the ranch. Murray MacDonald was our other class 4 competitor, delighted that Hazel let him have a drive in her Beetle. PCT specialists, but not (yet) Falcon members, Mike and Duncan Stephens in a 1300 Beetle followed them.

David Thompson was driving in his first one day ACTC classic in his VW Buggy, running with Mike Pearson and Arnold Lane in Mike's Dellow Replica. Falcon's trio of class 8s was completed by ACTC Chairman David Alderson, with Emma in the passenger seat. This was David's first run in his Troll since last year's Kyrle.

Mike Hayward was our only class 7 competitor, driving in his first classic trial in his highly modified Mk3 Escort. Finally there was another rather distinguished local driver, although he is not yet a Falcon member. John Quenby, the chief executive of the MSA, was giving his MG TC a run in the green sticker MAC closed to club event. I may be wrong but I believe, that, as MSA head honcho, John is not allowed to hold a competition licence himself, so can only compete in closed to club events, like the MCC classics and this rare Clee MAC only class.

Competitors assembled for the start at The Boyne Arms, on the fringe of the Boyne Estate. With their usual professionalism Jonathan and Pat Toulmin had arranged for Lady Rosemary Boyne, mother of the present Lord Boyne, to present the awards at the finish. They did have some last minute problems. BT had dug large hole at bottom of Boyne's Bouncer. It had been filled in but was to cause problems later as very heavy rain over last week had made this, and many of the other sections, very claggy.

FARLOW was the first section. Classes 2 to 8 went up the muddy track that cuts across a hairpin bend. The other classes had a restart on the tarmac. The track became softer and more rutted the higher you went. The hill was covered in mud when the early numbers arrived and this played a significant role in the results in class 4, which was running at the front of the field. Neil Bray was first to arrive and stopped at the 10. Each competitor got a little further as his predecessor ploughed a little more mud from the surface. Murray MacDonald was running halfway through the class and dropped 7, but the wily Giles Greenslade had his go last and got as far as the 4.

In class 8 both Davids Alderson and Thomson came out of the top for a clean but Mike Pearson stopped at the 4. Farlow was Mike Hayward's first ever classic trials hill and, like most debutantes, he didn't give it enough welly off the line. The Kent motor coughed and spluttered in protest and by the time it had recovered the Escort had lost that all-important momentum and stopped at the 7.

The route returned to the Boyne estate for a group of sections. BRADBURY'S BANK was more or less going to decide the trial. It's a soft muddy track through the woods. After a gentle start there's a sharp right hand bend up a very steep bank. All but one of the entry either under-steered straight on at the corner or floundered on the bank. Adrian Dommelt was the hero who made it to the summit. The next best score was a 7, giving Adrian a substantial lead that he hung onto all day.

A note in the route card said BOYNE'S BOUNCER has never been climbed and it wasn't going to be today either. It's a steep muddy path and BT work had turned the bottom into a quagmire. Too far to the right down into a ditch. Too far left into a bottomless pit of goo. After the first couple of class 2s got well and truly stuck in the mud it was called off for everyone except class 8. Adrian Dommelt, David Alderson and Adrian Linecor were the three super-men who at least saw the top of the hill, even if they didn't actually get there. Getting through the goo at the bottom was enough achievement for most people.



Dudley Sterry masterminding his rescue on Boyne's Bouncer

HILLSIDE was another section that got easier as the day went on. It's a long, straight muddy affair, traversing across the slope of a wooded hill. There were some big bumps half way up just before red & yellow restart and David Alderson was the only Falcon to get through this difficult part of the section although Neil gave it a real good go.

BEAMFORD was approached via a track with a "we object" sign outside the only house along its length. Apparently the householder maintained the byway himself and thought the competitors would mess up the surface. Some post event work by Jonathan Toulmin managed to turn him into a possible supporter rather than an objector! The section started on the bank of a small river and went along its course for

ten yards or so before coming out along a very muddy track. David Thompson failed here and both Murray and Neil had problems when they both hit the same boulder on the exit road the impact bending Neil's suspension a bit.

Falcon Clee

There was more drama a mile up the road at HUNGERFORD. This is a great section. It starts on the road and turns right up the track. The section begins twenty yards up hill but you are allowed to start on the run. Murray and Hazel remembered this as a rough section and didn't drop the pressures much. The wheels started spinning as soon as they hit the rough and they passed "Section Begins" at a crawl. They managed to continue until the big hump at the top, but by now they were going so slowly they couldn't coax JAZ over. Mike Hayward experienced a similar problem. He was going much faster but his Escort is much lower and he grounded out. Mike Pearson and Arnold Lane didn't get that far. They rocketed up the track but the side-wall blew out of a tyre with a tremendous bang just after section begins and they had to reverse back down.

HARTON WOOD was a nice blast up a tree lined track and came with protesting local at the top for some. Sections 9 and 10 were the LONGVILLE Special Test and Section. Not too difficult unless you were yellow or red when you had one of those horrible restarts on polished stones to get back on the main road.

IPPIKINS ROCK looked nice and easy from the bottom, but there was a very sharp hairpin right near the top where the reds had to do a restart. In a way this was a blessing in disguise as it forced them to slow. A few of the non restarting lower classes had too much speed on and went over the side, including Greenslades senior and junior, costing Giles a class win.

THE JENNY WIND is a long straight blast up an old cable tramway, without very much grip. This was worse for the later numbers as it had started to rain, but at least this compensated for their easy run up Farlow. HARLEY BANK was a few yards up the track. It started with easy gradient but got a bit rutted near the summit where Mike Hayward ran out of ground clearance and stopped.

MEADOWLEY was only for yellows and reds. It was particularly slimy and evil with deep ruts and tree roots to complete the challenge. Nobody came out of the top and it was the on-form Adrian Dommelt who got the furthest to re-enforce his overall win, aided considerably by those huge wheels. The LOUGHTON SPECIAL TEST finished off the day. This was a dive down a muddy track, hairpin round a cone and back. All in the dark for the later numbers.

Back at the Boyne Arms it was Adrian Dommelt who was declared the winner, dropping only ten marks. This was despite having to do two more hills than most of the other classes. David Alderson was the best Falcon, winning class 8. Competitors were pretty spread out at the end. Running towards the front of the field Murray finished by three and was back home in Welwyn Garden City by six, while Mike Hayward had only just got to the finish.

The end of the event wasn't the end of the excitement for Neil and Allison. They had a good run back to Bedfordshire but just a few miles from home the transmission gave up the ghost when Neil was changing down for a roundabout. Looking at the car afterwards Neil also found more water and dirt in the fuel system, let's hope he can get it fixed in time for the Cotswold Clouds.

The Clee Hills Trial

by Bill Bennett

The Clee Hills Trial is a little bit special to me because it was the first trial I competed in having converted from two and three wheel trialling to four wheel trialling, and this after a long layoff and a couple of years rebuilding my MG J2.

04.50hrs. and the alarm is sounding like Big Ben. I gently nudge Liz and as tactfully as possible explain that it is time to get up and prepare for our day of competition. I have learned by now that it is very important to make sure you are very much "on side" with your navigator/bouncer if you want full co-operation and assistance. You can use up an awful lot of Brownie points if these early starts are mishandled! On the journey up to Shropshire, I was very conscious of my last year's performance when I was forced to retire after only three sections, because of a broken half shaft. I'm embarrassed to say that this was in spite of my carrying a spare half shaft in the back of the car since I started to use it for trialling. I learned at great expense, (not finishing the trial), that some hubs are different, and although they will physically fit, they run tight when bolted up. Needless to say this particular problem has now been rectified.

Liz and I were also very conscious of all the rain we had had during the past week, a lot of the sections on the Clee Hills are on deep soil and very slippery at the best of times, what must they be like today! We arrived at Burwarton in good time, unloaded the car and took it to the allotted parking area ready for scrutineering. Although it was only 07.30 hrs we still received that warm "Toulmin" welcome from both Pat and Jonathan. With all formalities over we settled down with an egg and bacon roll, and a cup of coffee each. Looking through the entry list for class 2 I notice that nearly 64% of the class were Austin Sevens and these cars go well in the mud!

08.31 hrs. and time for us, (No. 1) to start. Liz was straight into action, "turn sharp L out of car park and shortly 2nd R". After a while I realised that the specific directions for different classes had got mixed up, and we were following the directions for those leaving from the front car park, we turned around and went back! At least it gave my poor old engine a chance to warm up. Section 1, Farlow Bank & Road. From the section start boards it looked greasy. It was, we were awarded 12 points for our efforts! On to Section 2, Banbury Wood Special Test. It was special, We almost got stuck again trying to drive away from line BB, and when we eventually got to the end, had to wake up the Time Keeper having taken so long. On to Section 3, Bradbury Bank where we were awarded 10 points, and then Section 4 and Boyne's Bouncer and another 10 points. I'm beginning to hate trials, but then as I back out of Boyne's Bouncer, my hate switched to BT! I thought the MG had suddenly lost it's nearside rear wheel. But in fact it had sunk into the goo that BT had filled their hole with. This must be the first time I've got totally stuck backing out of a section!! (I see from the results that section 4 was taken out for all but class 8).

Four sections down and I'm rapidly becoming suicidal, Liz is reaching for the sedatives in the first aid kit. I've forgotten to bring my calculator, however was I going to add up my final score? We then had a very pleasant drive through some lovely parkland. This together with the soothing words from my passenger, "for goodness sake pull yourself together, I hate seeing grown men cry!" brought me back to a more stable frame of mind. On to Section 5, Hillside 1. Here we got a 9, things were getting better. Next Section 6, Beamford. The description said "deep ford to muddy track, slippery but not steep." This was a good section, we cleaned it!

I will not bore you with a blow-by-blow account of the rest of the sections, but summarise as follows. We had a very enjoyable day with some great sections. We enjoyed the very friendly atmosphere which is always present at this trial, and would like to thank all the organisers and marshals who were so helpful. We will be back, if only to try and find out what is at the top of some of those early sections!!

CLEE HILLS TRIAL RESULTS 24th January 1999

	Class	Marks	Time		Class	Marks	Time	
Adrian Dommett	8	10	67		Dave Sargeant	4	34	81
David Alderson	8	22	53		Murray MacDonald	4	35	68
Adrian Linnecor	8	24	68		Giles Greenslade	4	36	68
Charles Shopland	8	28	56		Mike Stephens	4	41	76
Billi Foreshe	8	28	59		Neil Bray	4	46	78
Robin Preedy	8	32	75		Richard Peck	4	48	120
Tim Foster	8	34	68		Paul Bartleman	3	18	72
Edward Painter	8	34	72		John Bell	3	22	84
David Bache	8	38	78		Dennis Greenslade	5	32	82
Tony Rothin	8	39	72		Peter Thompson	3	49	177
Peter Fear	8	40	102		Derek Reynolds	3	52	112
Andy Curtis	8	44	92		Rob Cull	5	56	85
Mike Pearson	8	65	64		Jeff Buchanan	3	57	197
David Thompson	8	67	66		Barry Clarke	2	38	94
Paul Clay	8	91	150		Jeremy Flann	2	48	79
Mike Twine	8	R			Tim Jones	2	48	150
Dudley Sterry	8	R			Bill Bennettt	2	54	140
Antony Young	8	NS			Bill Faulkner	2	56	75
Adrian Marfell	7	16	71		Alan Bee	2	58	105
Roger Bricknell	7	19	67		Richard Parker	2	61	99
Alun Lewis	7	27	98		Ian Blackburn	2	62	291
Simon Woodall	7	33	76		Julian White	2	64	281
Tony Squires	7	34	80		Tony Moy	2	R	
Tony Branson	7	45	116		Keith Dobinson	2	R	
Charles Harrison	7	59	105		Adrian T-Peake	1	30	89
Michael Hayward	7	74	127		John Ludford	1	33	109
Julian Dommett	7	NS			R P Hull	1	89	110
Mark Smith	6	17	66		Richard Tucker	1	R	
Terry Ball	6	20	73		Jeremy Nightingale	0	28	217
Tessa Alcock	6	40	102		John Quenby	0	30	233
John Sargeant	6	43	78		David Spraggett	0	48	215
John Looker	6	44	79		Charlie Bothwell	0	58	237
Anthony Andrew	6	NS			Freddie Giles	0	R	



Adrian Marfell takes a different approach on Ippikin's Rock (Photo: Roger McDonald)

The Exmoor Trial

by Giles Greenslade

This was to be the third year I'd competed on the Exmoor Trial, and turned out to be by far the toughest. Whereas the past two years had enjoyed relatively favourable conditions, this year had seen persistent rain in the weeks prior to the event. The start was once again at Barnstaple and, after scrutineering and signing on, we headed towards the first section, Jenny Wren. The usual queue accompanied the hill, but this year it seemed far longer than usual, with cars stacked up all the way through the village and back on to the main road.

The wait at Jenny Wren does however allow the waiting competitors to watch a number of the other cars attempting the climb with or without a restart. The higher restart certainly appeared to be proving a problem for a high proportion of the early runners. Both Roger Bricknell and Adrian Marfell were caught out in class 7, while Arthur Vowden and Julian Dommatt both managed cleans. In class 6 Nigel Allen drove straight off only to go about 3 car lengths before the engine started coughing. With Nigel's usual clutch work he managed to keep blasting the revs up and edging a couple more feet until the car finally gave up the ghost at the 2 marker. I'd never done Jenny Wren when wet before and never seen so many cars failing either. Pete Treliving went up two cars in front of us and dropped a 4, unable to put the car in the ruts created by the earlier (and wider) cars that had preceded. Then Phil Roberts came back dropping a 2 near the brow. I had already seen Jim Scott clean the hill in Class 4 so we had it all to do. We crawled up to the restart and for the first time in three years could actually see where to go without the sun blinding us. A few revs and

EXMOOR TRIAL RESULTS 31st January 1999

	Class	Marks	Time		Class	Marks	Time
T Beckerleg	A	NS		C Bale	8	14	104.48
M Wadsworth	B	61	47.94	P Potter	8	R	
W Hannant	B	NS		A Young	8	0	92.37
A Hanley	B	NS		P Fear	8	0	101.63
C Lidstone	B	10	37.09	B Foreshow	8	6	95.57
R Lidstone	B	32	46.17	D Sterry	8	6	93.53
D Coles	B	NS		B Corfield	8	22	105.85
D Legg	B	D		P Evans	8	10	107.31
E A Griffin	B	27	39.25	C Shopland		0	89.79
J Ashford	B	D		S Vincent	8	0	92.89
V Ashford	B	21		J Blight	8	0	F
B Murray	B	10	43.04	H Viertel	8	6	107.05
R Wallace	B	34	39.16	A Green	8	R	
P Rose	B	22	34.12	A Dommett	8	0	85.28
P Gedye	B	D		R Easterbrook	7	29	133.08
G Smith	B	41	34.25	R Bricknell	7	9	99.63
R Stanbury	B	D		M Allen	7	10	101.54
P McKenzie	B	D		P Hart	7	21	96.3
R Gerling	B	21	F	J Collins	7	10	114.24
P Luggar	B	34	F	A Marfell	7	4	88.08
M Whitehead	B	28	F	A Vowden	7	0	79.6
P Evans	B	D		J Wood	7	16	103.05
A Hold	B	D		M Collins	7	37	93.32
S Delahaye	B	D		J Dommett	7	0	92.67
A Henderson	B	D		T Johns	6	16	95.97
G Atkins	B	15	45.03	A Andrews	6	10	F
S Melber	B	22	F	N Allen	6	2	F
D Mason	B	24	39.1	J Scott	4/5	11	88.87
M Maddocks	C	49	F	G Greenslade	4/5	0	84.79
J Browne	C	D		E Angell	4/5	R	
A Holroyd	C	40	46.6	M MacDonald	4/5	9	89.36
K Lee	D	38	49.12	B Byrom	4/5	51	F
J Hind	D	32	40.24	J Bell	3	18	84.57
M Crocker	D	17	41.72	P Roberts	3	35	98.25
K Jennings	D	18	F	J Cox	3	28	87.1
N Browne	D	6	46.54	N Tremayne	3	29	94.33
P Gilbert	D	20	F	R Grimwood	3	24	104.58
G Westcott	D	35	44.02	A Martin	3	6	F
R Aldworth	D	21	44.91	S Martin	3	6	100.59
J Lambert	1	R		W Bennett	2	33	101.66
D Haizelden	1	9	81.84	P Treliving	2	15	97.08
T Bean	1	75	103.7				

D = Disqualified for illegal tyres

the car pulled cleanly away and drove straight out the top of the section. In our class Murray MacDonald followed but Eddie Angell struggled low down dropping a 9.

On then to the first of the special tests. There were three this year all of them requiring a blast to one line, reversing back to another and then a flying finish. Aware that 2 years ago I had gone clean on this event and still come fourth in class, I flew flat out at this first test changing gear five times by the time I crossed the finishing line. Reversing back was a choice between risking getting it out of shape and failing the test by keeping it flat out or easing back. I opted for the former option and kept the foot hard to the floor. Fortunately the car kept straight and we ended up setting the quickest time of the day.

On arrival at Sepscott 1 we found Adrian Dommett under the car trying to fix his brakes. Judy informed us that they had pretty much a complete failure but, as always, it was soon fixed and they went on to a clean by holding the car on the clutch on all the remaining restarts. Sepscott 1 has always proved to be one of the tougher sections on this event. A clean or fail hill, it isn't too bad provided you can get off the start line. This year it was tough. Tyres nearly flat I pulled up to the start line. On easing up the clutch, the wheels began to spin and spin and spin. Finally as I'd all but decided to give up the car gripped and flew out to a clean. Sepscott 2 was relatively easy in comparison with a restart on the hairpin left. A quick hello to Richard Ward who was marshalling the restart line, and on we went. It transpired that Eddie Angell's clutch gave up here to end his first attempt at the event. The majority of the competitors otherwise cleaned the hill.

Snapper 1 and 2 were next. Snapper 1 twists and turns but was climbable for those with ground clearance. It did however catch a few of the Escorts. Notably Phil Roberts who had just cleaned Sepscott 1, which had just caught about over half of class 3. Snapper 2 wasn't bad except for the restart. We pulled up carefully and I fully expected to just drive away. However the car decided to emulate its performance on Sepscott 1. We sat there spinning again but this time the car was a little eager and went away.

So on to Riverton. I'd never had too much problem on this hill in the past, as without a diff to pull over the bank, provided there was some grip on left side then the car always climbed OK. This year we were held on the road to let our tyres down due to the severity of what was to come. Nigel Allen was the only saloon car up so far and at the end only one more had followed. Fortunately it was a class 4 orange Beetle. I risked the tyre pressures and gave the engine everything it had off the restart. One torn wing, one bent bumper and 50 yards later we rounded the top hairpin. We saw Pete Treliving as we waited to the next special test. The gully had been so deep that the car had gone over on its side. Fortunately no damage was done to either driver or navigator and the car suffered no more than a dented rear wing.

The next special test was the same as the previous one. This time however as I hit the brakes for reverse, the passenger seat flew forward and knocked my hand off the gearstick. Despite then struggling for reverse we were still in contention for setting the quickest combined times of the day. Hangmans Hill was the next stop, here we had a 15lb tyre pressure limit and a restart. Sounded far worse than it turned out to be with only one car failing the restart. Seckington was another relatively straightforward ascent. More entertaining was watching Peter Treliving flying up and down the hills on the road beforehand. In fact Peter was enjoying himself so much that he completely



Riverton claims Keith Lee (Photo: Derek Hibbert)



..... and Peter Treliving (Photo: Derek Hibbert)

missed the turning and was forced to reverse back down. His navigator's excuse was that he was simply holding on enjoying the ride.

High Bray is one of those hills that I always enjoy. It seems to have a little bit of everything, cambering one way and then the other. Rumours at the bottom were that it wasn't too bad and most were cleaning. This showed in the results but only after a few VERY notable exceptions. In class 4, both Murray MacDonald and Jim Scott were caught out. But perhaps most surprising was Roger Bricknell in class 7, who got it sideways and ended up pointing up left. We did our usual trick of getting to the two marker and then aiming straight at the tree on the right (as Mr Bartleman who was watching was keen to point out at the finish). Six times I have now climbed this hill and every time I end up pointing at the same tree. One of these days....

Beggars Roost wasn't too tough even with the Restart. I was however rather cautious after some abysmal driving on the Lands End which led to me failing. We said hello to Tim and Anne Whellock and pulled cleanly away. Now Beggars Roost and I seem to have an understanding. I'll either climb it, upon which I will have a minimum of one puncture and usually two, or I'll fail it and the tyres will be intact. Anyway, puncture changed on we went again with only Lyncombe Bridge to go.

The final section was clear in my mind after last year when Murray MacDonald and I had been clean up to here and then Murray got stuck on the restart. However this wasn't the climb I'd expected, but a hill that had been used in previous years before I had competed on the event. Was this a final sting in the tail? Fortunately not. Still unsure how Murray and Jim had got on in my class, I went for it for a third and final time on the speed test. I was sure this would be my quickest, but it transpired to be my slowest by quite a distance.

We waited for the results which were once again available at the finish (even though we were the only ones left by this time). We were pleased to see we'd won class 4 and I was delighted to see Arthur Vowden win outright in only his second outing in the Marlin, although maybe would have preferred him to have been about 5 seconds slower on the final test. Class 8 went to Charles Shopland, class 7 to Julian Dommett, class 6 Nigel Allen, class 5 Ben Byrom, class 3 Stuart Martin, over Andrew on speed tests. Class 2 to Pete Treliving, and class 1 as always (or so it appears) to David Haizelden. A thoroughly enjoyable trial helped by the conditions with a good spread of results.

The Stroud Motor Club's Cotswold Clouds Trial

Report by Andrew Brown

Although the three MCC classics are always quickly over-subscribed there are, I think, only two One-Day events that demand a similar rush to the post box on the day the Regs arrive. Having missed the Allen by leaving my entry a day too late I was determined to ensure that I didn't do the same for the Cotswold Clouds. It was only when my entry was in the post that I rang Roger, my usual passenger, to confirm his availability. There was an embarrassed silence at the other end of the line. "Sorry" he said "I'm booked for the VSCC Exmoor." Now I know his passengering priorities are MCC events, VSCC events, ACTC events, in that order, but we hadn't had a clash of

dates before. I turned to my list of alternative passengers. But I couldn't possibly ask any Stroud members because everyone who wasn't competing was marshalling and, in Stroud, it's a capital offence not to marshal once you've offered (or been press-ganged). The 'Bristol MG lot' were all busy elsewhere and my daughters were unavailable for a variety of reasons. So there was no option, I'd have to ask Sarah, my "I do more trials if they took place in the summer" wife. Now to be totally fair, with two horses to look after, Sarah sees quite enough mud in pursuit of her own hobbies without seeing more by accompanying me and, with exception of the Manx Classic, her previous trialling experience had been limited to watching me fail a variety of the more difficult sections - Crooked Mustard, Hoskin, Simms - you get the picture. But I must have done something right because she accepted my tentative question with "Of course I'll come with you."

And so it was that we set off at 7.30 on a bitterly cold Sunday morning, with flurries of snow, to drive the 15 miles to the start. Now I know it's highly dangerous to suggest some complex relationship between religion and sport (especially if you're a footballer), but the Stroud & District Motor Club must have a hot-line to someone 'up there' when it comes to the weather for the Cotswold Clouds. This year, as the last two (or is it three?) years, the trial was run on the one day of beautiful winter sunshine in the middle of a fortnight of foul weather. And it stayed that way all day.

Quickly through scrutineering, we just had time to grab a coffee before the 'off'. As usual **Sandfords**, just five miles from the start, was Stroud's idea of a gentle start to a trial. However, like many of the sections, it was much muddier than recent years and we arrived to find failures coming back down the tarmac approach road. But softer tyres than last year, and a determined attitude to the exit from the gully, saw us through the gate and onto the upper, and easier, wooded part of the section.

Crooked Mustard, on the outskirts of Dursley, is probably the most difficult section on the Clouds and always attracts a large number of spectators who 'hide' just around the first right-hand corner. You leave the start line thinking that you're about to fail without too many onlookers then, just before the first corner, you realise that you have a significant audience. Having provided the spectators with a spectacular failure last year, I now think I know the real problem with Crooked Mustard. If you fail you've got a pretty good idea of what went wrong. But if you clean it, and we did this year for the first time, it's all over so quickly that you've no idea what you did right. The hill was 'on form' this year, stopping all but John Bell's Escort in the 'lower' classes, most of Class 6, over half of Class 7, and a handful from Class 8. Our first successful climb (which I, of course, attribute totally to my passenger) was pretty exhilarating but our enthusiasm was completely overshadowed by that of Steve and Angela Holder who arrived immediately afterwards in the Triumph SixPence. Angela's comments can't be repeated in a family magazine but seemed to imply that 30 seconds with Steve in the car on Crooked Mustard was (considerably) better than the same time with him in a bed - strange!

Elation at our first climb of Crooked Mustard carried us successfully through **Rushmire** and **Axe**, both a good bit more slippery than recent years but without presenting any real problems, to **Nailsworth Ladder**. The nice men of Stroud had actually made life in Class 7 a little easier this year and given us a lower restart. The section was cleaned by all in Classes 2, 6, and 7, and a high proportion of the rest. Across Minchinhampton Common to the holding control and then down to **Ham Mill** where we had a lot of manoeuvring to allow failures just ahead of us to reverse out. However a last-minute decision to let a couple of extra pounds out of the tyres, and careful placing at my 'favourite' spot on the

restart, saw us off and away up the hill. By this time I was on a high - still clean after the first six sections. But things were about to get serious.

Cotswold Clouds

For those of us who like our Classics truly 'classic', winding forest sections are considered a bit, well, PCT-y, but Stroud include so many real classics that I'll forgive them their **Mackhouses** and their **Highwoods**. Mackhouse 1 was extra-slippery and I was content with an 8, a bit below average but I never see the point of wrecking car and sanity for a couple of points - Nigel Moss' 3 was the best score here. However, on Mackhouse 2, we couldn't seem to find any grip on the grassy first part and failed even to crest the rise before the drop into the river bed - our worst result of the day. The exit road up to Lypiatt Manor was far more rutted than normal with a surface worse than any of the sections we'd attempted thus far. This, I think, finally convinced Sarah that we're all slightly mad which, of course, we are.

Back into Stroud for a quick lunch stop then away up the Slad valley to the first special test at **Bulls Cross**. Having difficulty selecting reverse is not the way to a quick time on this test but I contented myself with the thought that Stroud trials are usually decided on the hills. And so to **Fred's Folly** and the first major change from last year - the inclusion of a restart for classes 3 to 8, compensated only by allowing 'free' tyre pressures, whereas we'd been restricted in previous years. We shot off the restart line without problems, but I'm not surprised at the number of failures at a '1' or a '2' - it was very greasy 'up there' above the top right-hander. We put up a much better time on the second special test at **Catswood** and then arrived at the start of **Merve's Swerve** to be told by the marshal checking tyre pressures that he was "pretty sure you've got a puncture". As there was little room to manoeuvre it was a 'Grand Prix Pit Stop' change, ably assisted by Richard Welch and others. I think Sarah was rather impressed. However on the section itself I suffered total 'brain fade', starting from the wrong start line. Thank goodness the section was so awful that most failed at an '11' or a '12' anyway. Arthur Vowden excelled himself here on his way to winning the trial, scoring a '1' to Adrian Marfell's '3' and with no one else better than a '6'.

The entry road into the woods for the two **Highwood** sections was nearly as bad as the sections themselves with Highwood 1 stopping everyone except Adrian Marfell and Highwood 2 cleaned by four class 8 cars only. Most of the rest of us spun to halt at the '6' marker and then had the devil's own job getting out of the escape road. **Climperwell** started as its normally innocuous self and it was only when we'd passed the tree where Stroud normally place the restart that I realised 'something was up'. By the time we could see the R-boards we could also see that we were about to drop into a bombhole from which there would obviously be no escape. Of those who had to restart, (classes 3 to 8), only Bill Foresheew and Dudley Sterry managed to get out and clean the section.

The two sections at **Bull Banks**, both with restarts for all classes, are normally the finale to the Clouds and they collected their normal quota of fails Bull Banks 1, as usual, stopping rather more than Bull Banks 2. The Arrowsmiths were marshalling at the bottom of Bull Banks and, with no one waiting behind us, I would normally have stopped for a chat but I could feel another tyre going soft and was keen to get up both sections before the pressure dropped below the required 12 psi. So, John, please accept my apologies if I seemed a bit anti-social. At the top of the section we changed the wheel, at a leisurely pace in the afternoon sun, before setting off back to the finish at the Ragged Cot, via the last section.

The route card informed us that Station Lane was sub-divided 12-0 and was without tyre pressure restrictions. In my naiveté I assumed that the organisers were 'doing an MCC' and giving us an easy finish - an afternoon drive up the comparatively easy pre-war section, not too steep, not too muddy. How wrong I was! My heart sank when we arrived at the foot of the section to find both Dudley Sterry and Mike Workman removing barrowloads of muddy clay from every possible part of the underside of their cars, having failed. It was immediately apparent that we were not tackling Station Lane, but the infinitely more difficult **Station Road** which starts from the same place but turns immediately left and climbs steeply into a quagmire of the most appalling proportions. Mike's wheels were like discs of yellow mud with the faintest hint of a black rubber tread visible only at the outermost extremity. The cars immediately in front of us struggled to leave the line but when it came to our turn we shot up the lower part of the section before spinning to a halt in a sea of mud at a '4'. Only Nigel Moss and Ian Davis got out although there were three '1s' in Class 8. Reversing out was a trial in itself by which time Sarah had decided enough was enough, got out, and walked down. At the bottom she then calmly announced that she'd only walked so she could take a photograph of the car covered in mud - believe that and you'll believe anything!

And so to the Ragged Cot where, like most competitors, we had absolutely no idea how well, or badly, we'd done before setting off for home, still bathed in wintry sunshine. I'm often conscious, when asked to write a report, that it can only ever be a personal account of one's own trial, however hard one tries to recount the experiences of others to present an unbiased view. So this is very much an account of how one competitor in class 7, running early in the trial, saw the day. I apologise if you were a late number in class 1 or 2, tackling Station Road in the dark, and are now wondering if we were in the same trial, or merely tackled the same hills in the same order on the same day.

So how did it all finish? With an overall win by class 7 Man-Of-The-Moment Arthur Vowden, proving for the second consecutive weekend that Marlin can win ACTC trials, by just two points from Mike Workman and Bill Foreshow, Mike getting second place by under two seconds on the aggregate special test times. The rest of the Top Ten was filled mostly from class 8 with Adrian Marfell 6th overall and first in class 7, and Murray MacDonald scraping in at 10th overall and first in class 4.

For those of us with early numbers the trial ran very smoothly but, for the later numbers, delays built up badly and several of those shown as 'Retired' did so only to ensure that they got home before Monday morning. There were some criticisms that Stroud had been too ambitious in the number and choice of sections, but these were balanced by at least one competitor who reckoned that the event was 'the most exceptional value-for-money in modern-day trialling'! And Sarah's beginning (at last!) to understand what we see in this strange sport of ours and has already asked when the next event is. I'd always put my previous (lack of) success down to tyres, ballast, bad luck, etc, etc, but with half of the top ten places overall, and five of the class winners, going to husband-and-wife or 'family' teams, I think I may finally have worked out the secret of their success.

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Contact: Steve Holder on 01242-680620 or 0973-128129 (mobile)

Dear Pat,

Due to the farcical ending of the 1998 Crackington championship I propose a new championship format for the overall win, in which cars from all classes can compete on a level playing surface and which encourages all competitors to drive for a high overall finish and not just class honours. Finishing first in a class of 2 and scoring 10.2 takes away the achievement of finishing 2nd in a class of 8 and scoring 9.8.



My new proposal is that, say in a trial of 55 cars, the 1st overall would score 55 points, whilst the car in 20th position would score 36 points. At the end of the season you would total your best nine scores and then divide by 1. and you class number, ie a competitor in Class 7 would divide his season's total by 1.7 and a competitor in Class 1 by 1.1. The following is a sample of a few of the trials and how this system would have worked out.

	Class	Camel 50 runners	Allen 70 runners	Hardy 33 runners	Ex Clouds 48 runners	Tail & T 44 runners	Silverton 50 runners	Chase Clouds 69 runners	North Devon 44 runners	Kylie 53 runners	TOTAL	Rounds	Score
A Dommett	8	50	65	33	43	47	69	30	44	53	433	9	26.72
D Sterry	8	49	69	28	44	41	50	64	31	49	425	9	26.23
R Bricknell	7	39		30	42	30	49	65	43	51	349	8	25.66
G Greenslade	4	6	68	20	30	22	41	40	41	12	302	9	23.96
D Greenslade	5	16		21	25		30	46	39		177	7	19.66
D Haizleden	1	25	60	13		23	32	22	34	25	234	8	26.59
J Bell	3	17	49	26	31	20	34	23	26	29	255	9	21.59

With this format it gives a lower class competitor a chance to compete with Class 8 without the farcical position of a class win in a class of 1 or 2 cars. No more running to the end, but all cars driving for a higher finish.

Dave Haizleden

CHAMPIONSHIP CHAT



Well with only three events completed there's not too much to report thus far. The tables are there for all to see, although the Pouncy League is not included. I'm afraid I can but make my apologies and promise that it will be published in the next edition. No excuses really, just computer incompetence.

As always if there are any errors, please let me know, especially if you feel you have scored in an event and do not appear in these results. Everybody should also have their membership card for this year, so again if you haven't let me know.

Adrian Dommett has continued in the same form he finished last year and has already built a solid base in the Wheelspin league. Arthur Vowden however is not far behind, with maximum points out of the events he has competed on so far. In the Crackington League Bill Bennett has started the year at the top of the table after a couple of good results on the Cleve Hills and Exmoor, backed up with a Gold on the Exeter.

Not surprisingly the Navigators League has Judy Phillips at the top, partly thanks to Adrian's success and of course partly due to some experienced bouncing. Chantal Greenslade is lying in 2nd place but has the drawback of navigating for a driver who can't get around hairpin turns!

The Team League is also reproduced. I'm pleased to say that this year we have a number of teams entered for the Troll Championship. Already last years winners, VW Deltrac, are off to a flying start.

Unfortunately we have lost the Exe Valley Trial for 1999. Hopefully this is just a one-off and the organising committee will regroup for next year. It will however make for a very tight championship and reliability will be a crucial factor. Have a good year.

Giles Greenslade,
ACTC Championship Secretary

CRACKINGTON LEAGUE

			Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrle Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Mr	Adrian	Dommett	1	11.0	11.0											23.0
Mr	Bill	Bennett	5	8.0	9.2											22.2
Mr	Giles	Greenslade	3	8.6	10.4											22.0
Mr	Adrian	Marfell		10.8	9.0											19.8
Mr	Murray	MacDonald		9.6	9.4											19.0
Mr	Roger	Bricknell	1	9.8	8.0											18.8
Mr	John	Bell		9.5	8.7											18.2
Mr	Charles	Shopland		8.0	10.0											18.0
Mr	Arthur	Vowden	5		11.0											16.0
Mr	David	Haizelden	5		10.3											15.2
Mr	Peter	Treliving	5		10.2											15.0
Mr	Julian	Dommett	5		10.0											13.5
Mr	Mark	Smith	3	10.5												13.2
Mr	Dennis	Greenslade	3	10.2												12.5
Mr	Terry	Ball	3	9.5												11.4
Mr	Adrian	Tucker-Peake	1	10.4												11.0
Mr	Barry	Clarke		11.0												11.0
Mr	Bill	Foresheew		7.0	4.0											10.8
Mr	Simon	Woodall	3	7.8												10.5
Mr	Paul	Bartleman		10.5												10.4
Mr	John	Ludford	1	9.4												10.3
Mr	Nigel	Allen			10.3											10.3
Mr	Anthony	Andrew	1		9.3											10.0
Mr	Dave	Alderson		10.0												10.0
Mr	Jeremy	Flann		10.0												9.7
Mr	John	Cox	3		6.7											9.5
Mr	John	Looker	3	6.5												9.0
Mr	Adrian	Linnecor		9.0												9.0
Mr	Anthony	Young			9.0											8.8
Mr	Alun	Lewis		8.8												8.5
Miss	Tessa	Alcock		8.5												8.5
Mr	Peter	Thompson		8.5												8.4
Mr	Jim	Scott			8.4											8.0
Mr	Dudley	Sterry	3		5.0											7.8
Mr	Tony	Squires	1	6.8												7.6
Mr	Neil	Bray	1	6.6												7.5
Mr	Mike	Stephens		7.6												7.0
Mr	John	Sargeant		7.5												7.0
Mr	Mal	Allen			7.0											7.0
Mr	W G R	Faulkner		7.0												7.0
Mr	Peter	Fear			7.0											7.0
Mr	Robin	Preedy	1	6.0												6.5
Mr	Jeff	Buchanan		6.5												6.0
Mr	Jason	Collins			6.0											5.8
Mr	Tony	Branson		5.8												5.6
Mr	Richard	Peck		5.6												5.6

CRACKINGTON LEAGUE

			Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrle Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Mr	Graham	Brasier	5													5.0
Mr	Gerald	Burridge	5													5.0
Mr	Tim	Foster		5.0												5.0
Mr	Peter	Hart	1		4.0											5.0
Mr	Phil	Potter	5													5.0
Mr	Rob	Smith	5													5.0
Mr	Greg	Warren	5													5.0
Mr	Philip	Roberts			4.7											4.7
Mr	David	Bache	1	3.0												4.0
Mr	Edward	Painter		4.0												4.0
Mr	Michael	Hayward		3.8												3.8
Mr	Brian	Bailey	3													3.0
Mr	Ian	Davis	3													3.0
Mr	Peter	Evans	1		2.0											3.0
Miss	Emma	Flay	3													3.0
Mr	Andrew	Green			3.0											3.0
Mr	Dennis	Johns	3													3.0
Mr	Michael	Leete	3													3.0
Mr	Ian	Moss	3													3.0
Mr	Colin	Perryman	3													3.0
Mr	Simon	Robson	3													3.0
Mr	Keith	Sanders	3													3.0
Mr	Mark	Tooth	3													3.0
Mr	Julian	White		3.0												3.0
Mr	Chris	Bale	1													1.0
Mr	Andrew	Brown	1													1.0
Mr	Stuart	Harrold	1													1.0
Mrs	Hazel	MacDonald	1													1.0
Mr	David	Miller	1													1.0
Mr	John	Parsons	1													1.0
Mr	David	Symons	1													1.0
Mr	David	Thompson	1													1.0
Mr	Keith	Vipond	1													1.0
Mr	Michael	Warnes	1													1.0
Mr	Martin	Wyatt	1													1.0

WHEELSPIN LEAGUE

			Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrle Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Mr	Adrian	Dommett	1	10	8											19
Mr	Arthur	Vowden	5		10											15
Mr	Giles	Greenslade	3		9											12
Mr	Mark	Smith	3	8												11
Mr	Julian	Dommett	5		5											10
Mr	Adrian	Marfell		9												9
Mr	Terry	Ball	3	5												8
Mr	Paul	Bartleman		7												7
Mr	Roger	Bricknell	1	6												7
Mr	Charles	Shopland			7											7
Mr	Anthony	Young			6											6
Mr	Bill	Bennett	5													5
Mr	Graham	Brasier	5													5
Mr	Gerald	Burridge	5													5
Mr	David	Haizelden	5													5
Mr	Phil	Potter	5													5
Mr	Rob	Smith	5													5
Mr	Peter	Treliving	5													5
Mr	Greg	Warren	5													5
Mr	Dave	Alderson		4												4
Mr	Brian	Bailey	3													3
Mr	John	Bell		3												3
Mr	Ian	Davis	3													3
Mr	Peter	Fear			3											3
Miss	Emma	Flay	3													3
Mr	Dennis	Greenslade	3													3
Mr	Dennis	Johns	3													3
Mr	Michael	Leete	3													3
Mr	John	Looker	3													3
Mr	Ian	Moss	3													3
Mr	Colin	Perryman	3													3
Mr	Simon	Robson	3													3
Mr	Keith	Sanders	3													3
Mr	Dudley	Sterry	3													3
Mr	Mark	Tooth	3													3

WHEELSPIN LEAGUE

			Exeter	Clee Hills	Exmoor	Torbay	Lands End	Kyrle Trophy	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total
Mr	Simon	Woodall	3													3
Mr	John	Cox	3													3
Mr	Adrian	Linnecor		2												2
Mr	Nigel	Allen			1											1
Mr	Anthony	Andrew	1													1
Mr	David	Bache	1													1
Mr	Chris	Bale	1													1
Mr	Nell	Bray	1													1
Mr	Andrew	Brown	1													1
Mr	Peter	Evans	1													1
Mr	Stuart	Harrold	1													1
Mr	Peter	Hart	1													1
Mr	Alun	Lewis		1												1
Mr	John	Ludford	1													1
Mrs	Hazel	MacDonald	1													1
Mr	David	Miller	1													1
Mr	John	Parsons	1													1
Mr	Robin	Preedy	1													1
Mr	Tony	Squires	1													1
Mr	David	Symons	1													1
Mr	David	Thompson	1													1
Mr	Adrian	Tucker-Peake	1													1
Mr	Keith	Vipond	1													1
Mr	Michael	Wames	1													1
Mr	Martin	Wyatt	1													1

FORTHCOMING EVENTS

7th March	Camel Heights	Camel Vale	Non ACTC
2nd April	Lands End	MCC	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
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

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It is not cheap at £405 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 !

I have a few Escort & BMC units in stock (January 1999)

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