



RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of Classic Trials
Clubs

Volume No: 32

Issue 3, November 2021



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Cover photographs :

Putwell, 2012 Edinburgh Trial

Putwell, 2012 Edinburgh Trial

Blue Hills 2, 2009 Lands End Trial

(Photos by Dave Cook)

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MOTORCYCLE CLASSES

(Please see page 5 for more details)

Effective date: 1st January 2020

Class A: Solo motorcycles of British manufacture manufactured before 1st January 1970 (engine and frame).

Also solo motorcycles with pre 1970 derived frames and engines. (your humble Enfield India for example)

Class B1: Solo motorcycles up to and including 225cc.

Class B2: Solo motorcycles from 226 up to and including 450cc.

Class B3: For a trial period until December 2020 the following bikes will compete in this new class:

Montesa 4Ride, Ossa Explorer, TRRS XTrack, Scorpa Long Ride, GasGas Randonne, GasGas Connect, Honda TRL. Also any trials based machine that has an aftermarket tall seat fitted.

Class C: Solo motorcycles over 450cc.

Class D: Motorcycles with touring sidecars, or trials sidecars complying with ACU Regulation TSR8 - Trials Sidecar Specification.

Class X: Allows organisers to accept entries from non-complying vehicles such as: Enduro outfits, outfits with driven sidecar wheels, two-wheel-drive solo motorcycles, and trials motorcycles with a seat height of less than 700mm and, in addition, vehicles with non-trials tyres. NO enduro rear tyres should be allowed.

Chris Barham

ACTC Motorcycle Championships from January 2022

Following feedback from motorcycle competitors we have introduced a class championship from January 2022.

The motorcycle championships will be as follows:

The Puncy League overall: solo motorcycles score points based on their overall position relative to other solo motorcycles in the trial. Scoring is from 15 points for first down to 1 point for fifteenth.

The Puncy League class: solo motorcycle contenders score points based on their position relative to other motorcycles in their class. Scoring is from 10 points for first down to 1 point for tenth, together with a decimal point amount for the number of starters in their class. 1 point for ten or more starters in the class down to 0.1 for one starter in the class, thus attempting to level different sized classes.

Red Rose Bowl: for motorcycles with sidecars, riders score points based on their position relative to other sidecar riders in the trial. 10 points for first down to 1 point for tenth

RESTART Volume 32, Issue 3 November 2021

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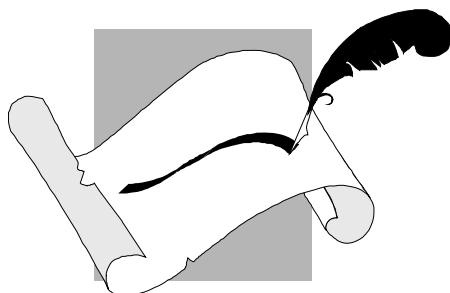
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FINAL COPY DATE
FOR
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29th December

EDITORIAL

Editor:

Mrs Pat Toulmin
4, Briery Lands
Snitterfield
Stratford on Avon, CV37 0PP

01789 731332

pat@toulmin.info

Well it's great to have another Restart with this season's trials in and as usual **very many** thanks to all the authors.

However looking at the events calendar from now until Christmas, when the next Restart should be compiled there are very few events to report on, due to cancellations for Covid or other reasons.

I do have some articles that would not fit into this issue, but I am sure I will looking into the archives again....

So, if anyone can help by writing something—your trials history, perhaps, and/or experiences over the years, information from organisers about all their hard work or maybe some of your passengers' views and experiences it would be great to include them. You may have some other ideas.....

I hope to hear from you!!

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CHAIRMAN'S CHAT

Well, that has been a tough year on the hills, with Covid still affecting a lot of our lives we then had the Fuel shortage at the pumps, which impacted on the Edinburgh and if that wasn't enough the Indian monsoon decided to make an appearance and caused havoc on the event and made Paul Brooks job of sorting out the scores very difficult and time consuming.

Now we have our biggest threat to our sport the loss of woodlands we have been using for decades, biggest hit was Camel Vale with the loss of Dunmere, Cardinham and the Camel Classic, plans are underway for the 2022 Camel retuning as a road trial, so keep your fingers crossed.

The car and bike championships have been severely reduced but hopefully John Bell will have added the Edinburgh results to the tables and all to play for on the Allen to find out the 2021 winners.

The Selwoods who have been doing a great job on the awards dinners have stepped aside, so we need a new team for the awards dinner, which usually

precedes the Torbay but can happily be moved to accommodate any new organisers, anyone interested please let me know or the awards will be distributed at events.

Very encouraging to see all 70 places on the Allen trial full in less than 3 days, I only just managed to get in on the Monday following the Tamar, hopefully better weather than the Edinburgh otherwise the trailer park will be a lot of fun getting out at the end of the day.

Hopefully elsewhere in Restart you will come across the new requirements for the fire extinguisher's we carry in our cars, this is mandatory for the start of the 2022 season and will be in force for the Exeter event. Which will be 2kg Powder or 2.4lt AFFF.

With some trials looking to be struggling to get going next year, we are hopeful the Chairman's trial will be in the championship for 2022, a zoom meeting is planned late November, so as the clubs can vote on the Chairman's joining the championship. Another item to be discussed is allowing alternators for class 2 cars.

Hopefully see you on the hills.

All the best Dave...

Pete Cooper...

The sad news of the passing of Pete Cooper has just reached us. Pete was very well known in the trials world and just finished being CoC on the Tamar trial and was running the special test.

Torbay and the MCC will miss him for his unselfish stint every year at Simms helping the injured competitors and spectators.

Great loss, thoughts with his family and friends at this sad time..

Sect's Spin

At the time of writing we are at the sharp end of the Championship Season with just the Allen Trial left to settle the scores. After leading the Wheelspin League for most of the year I have been overtaken by Duncan Stephens and possible also by Charlie Merson who is performing superbly in his first season of Trialling, it's so great to see young talent doing so well, even if it is at my expense!

Back at the end of August we had the ACTC AGM and some interesting developments for 2022 were agreed as follows:

A sponsorship scheme to encourage younger car drivers into our sport. This would be available for up to 10 people aged under 26 (as of 1st January 2022) with free ACTC Championship registration and a support package of £50.00 per ACTC Championship event for up to 3 events.

1950's Trials Specials which would currently run in Class 8 to be reclassified to Class 5 or Class 2 (subject to individual approval from the Technical Panel).

Split of Sidecar Class D into D1 for Sidecars as defined in ACU Trials Regulations, and D2 for Motocross derived outfits with road legal tyre on front and Trials trye on rear. This then allows Clerks of

Course to set some Sections differently (e.g. preferential start line for D1) to enable a more level playing field.

LSD's/Torque Biasing diffs allowed to continue following the completion of a 4-year trial period. The primary objective was to improve reliability as a standard FWD diff is not particularly strong and when it breaks it generally wrecks the whole gearbox. In the 4-year period no FWD LSD/Torque Biasing Diffs have broken so this objective has been met. Competitors using LSDs in Class 1 have described this as a "game changer".

Another objective was that a LSD/Torque Biasing Diff should not provide any unfair competitive advantage over other Classes. In the 4-year period Class 1 has not gained any unfair advantage relative to other Classes (which would be seen in dramatic change in Wheelspin points gained).

That's about it for now, hopefully see you out on the hills again soon.

Regards,
Keith Sanders



(Photo by Peter Browne)

Bike Bits & Stuff

So the year is drawing to an end and what a year it has been. Sadly to say we are still living under the shadow of Covid but with the vaccine and some common sense I feel most people are just "getting on with it" now. At least we have been able to compete in some trials and at times things have felt pretty much normal. Now if only the Forestry Bods got back to normal and allowed sports to return to the woods, things would be pretty much perfect.

It's been a strange / expensive year for me with my vehicles. The L200 4x4 cracked a block and required a replacement engine! Our Motorhome fried it's electrics, which are still being repaired. The BSA C15T lost some teeth from the gearbox on The Exmoor Clouds and required rebuilding and my little 2 Stroke Sherco died in a rattle and bang whilst out route checking for the Tarka. Good job I've a fair stable of forms of transport so can hop from one to another. The pedal bike will be the last resort lol.

On the ACTC side of "bike stuff", we now have the new class of sidecars being introduced, D1, which will allow enduro based outfits, with trials tyres, to compete without the requirement of a nose cone. The ACU seem happy as long

as the class is specified in the regs. Let's hope it brings a few more sidecars out on the hills for a days sport.

Whilst talking about Classes I've recently had a few questions asked and noticed some events have had bikes competing in the wrong class.

I attach a quick update of how the rules stand at present.. **(PLEASE SEE inside back cover for this—I had to put it here due to lack of space. Sorry—ed)**

Some of these classes will change on 1st January 2022, with the introduction of D1 and the passing of the trial period for B3.

I hope this answers any questions I've had, I'm always happy to answer any more though, just give me shout and I'll do my best.

So onwards towards Christmas and the New Year. I'll see some of you at a couple more events this year and then out and about in 2022.

Keep them boots on the pegs and mud free

Chris Barham



(Photo by Duncan Stephens)

35th Launceston Trial, 30th May 2021 by Roger Ashby, Coates Orthoptera

This was a trial I entered enthusiastically, but something was amiss in the back of my mind!

Whilst searching at home for something else I found the programme for the Launceston Clubs 1999 Tamar Trial (24th October 1999), saw the notes I had written on it, and this triggered the doubt/memory I had. I suspect this was the last time I had competed in a Launceston MC event!

Ruth and I had entered the 1999 event on a rigid 500cc Ariel with a trial's sidecar, we had journeyed down from Kent the day before and booked a room in a pub/hotel.

To cut a long story short we started the trial in good spirits but one of the valves seized in its guide, the guide moved in the cylinder head and we "failed to maintain forward motion" after 1.5 miles from the start.

We retired loaded the bike up and presumably made a good start for home, this was Ruth's first experience in a Classic Trial!

As I write I realise that I saw advertised in the December 1999 edition of the MCC Triple the "Coates Special", thinking that a car might be a better bet for us I purchased it.

This turned out to be a project which never seemed to end, just to complicate matters some months later Ruth found she was pregnant and in January 2001 our daughter Suzy was born and yes that was her passengering with me in the Minehead Trial a few months ago, how things change and creep up on you.

Looking through the 1999 programme it appears that the only motorcycle competitor still competing in the bike class is Buster Griffin!

Cars however are a different thing seeming to be a "family business", in 1999 A & J Vowden pilot a Marlin presumably related to Dean Vowden with his Lonsee Special in 2021, N & Y Tonkin drive a Beetle and again presumably related to Ryan and Dale in 2021 (1776 cc VW Buggy, any parts from the original Beetle?).

In 1999 the Dommett family now often seen officiating were campaigning with both an 1172 Dellow and a 1598 100E special.

In 1999 D & A Haizelden drive a 1780 VW Golf GTI, D presumably the ACTC's Chairman, was the A Aaron?

My normal passenger Glenn was not available, and a substitute was approached and agreed to compete, unfortunately at the last minute he was also not available, and I then approached Peter Browne of photography and Triumph Mettise fame who agreed to take up the offer. This turned out to be a very agreeable and successful decision.

I had been in contact with Peter for some months regarding the excellent photos he takes and then lets us all download, in an email conversation it became apparent that back in the day we had both been apprentices for the same employer.

I started with the then GPO as an apprentice mechanic in 1967 and Peter started in 1971 with what by then had become the Post Office Corporation as an apprentice telephone engineer.

When I told Ruth and Suzy that he had agreed to passenger and that he was also a former GPO/PO apprentice they

both said, "poor bloke you are going to bore him witless!"

Peter arrived on his desmodromic Ducati (sorry I don't know which one exactly), I have always wanted a Ducati in particular one of the Hailwood replicas, sadly and possibly for the best one has never come along at the right time.

After a discussion about the merits of Ducatis, their electric's, desmodromic valve operation, the Ford side valve engine, the state of BT and Royal Mail (you get the drift we are both chatterboxes!) we eventually got around to getting started in the trial.

There is not a lot to tell new passengers regarding the Coates Special, it is so compact there is not a lot of room to move about, "there's the grab bar, there's the fire extinguisher and the driver can't get out until the passenger does" (no doors).

The first section, "Zak's Track" was immediately after the start and unfortunately, I did not switch on the GoPro, but as I recall it was a relatively steep uphill blast then a left through some trees, this was an ideal first section, cleaned by most but just difficult enough to take a few marks but not severe enough to put off newcomers.

We then followed the marking which was excellent and continued to be so throughout the event to "The Short 1", an immediate turn right then a steep climb over roots, we stopped at the 4 mark and at that time I had no idea how that would affect results for me, finding out later that there only being 4 cleans on the section.

Then on to "Fern Alley" a brilliant blast up through the trees with restarts for classes 7 and 8, the majority of the cars went clean but those that stopped did so at the 10 board.

Next to "Up and Back" again a restart for 7 and 8 the section entailed a long blast through deep ruts with a quick right then left midway, the car just steamed up this despite its narrow track and jumping from one rut to another.

Section 5 was Eastcott, a slight gradient with a restart for all classes on a left-hand bend, restarts are always dubious, but on this occasion, all was well as no car failed. We then drove to "Enjoy the View" with restarts for 6, 7 and 8, a long section which would have been very different in the rain, all cars cleaned this one. Then on to "Darren's Dash" a relatively short and rutted section, which again all the cars cleaned.

Section 8 was "Tunnel Run" with restarts for 7 and 8, a long bumpy section with roots traversing the path. Ryan Tonkin proved his ability here by getting to the top when the rest of class 8 and all of class 7 could not beat the restart losing 8 points. The majority of the other car classes were able to see the top of the section fairly easily.

We then moved on to "Rip and Roar 1" with restarts for classes 6, 7 and 8. Another bumpy blast with a noticeable hump at the restart where we were thrown all over the place, all the class 8s conquered it but it seemed to pose difficulties for class 7's but not 6s (not sure if they had a different restart).

Then "Through the Trees", where the vast majority of the entry had no issues. The last section before lunch was "Stumps R Us", a short run up to a left turn that rose steeply, an enthusiastic right pedal saw us taking the turn with the inner front wheel of the ground, we lurched back to the track and then made traction despite some muddy bits and spinning wheels. All the class 8s cleared it as did all but one 7, sadly it seemed to be a bit much for classes 3, 5 and 90 with none of them achieving a climb.

Following the break, we went to "The S's", a short but very clever section which started with a sharp left turn, up a gradient and then a tight right turn over roots and what looked like clay, the majority of cars cleaned this one but there were two surprising losses of 10 marks.

Then "Simon's Folly" which was probably make or break for most of the entry. There was a lower restart for classes 6 and 7 and a higher restart for class 8 plus a deviation. We roared up the section and at the sticky bit the car just found grip and off we went, it was only later in the event that a marshal stopped me to say that we were the only car that went clean!

At this point the GoPro battery expired so my visual aide-memoire of the sections to come went with it.

"Tried and Tested", "Eastcott 2" and "Eastcott 3" were seemingly climbed by most cars with only a loss of a 3 and a 1 by all classes.

"Nigels Nip" with a restart for class 8, saw all the class 8s go clean but with mixed results for the remainder of the cars.

At this point I realised I had been going well with my only stop on section 2, this piled the pressure on as I expected my concentration to wain as it often does. Peter was instructed to keep me on the ball and to shout if he had any concerns!

"Rip and Roar 2" with restarts for classes 6, 7 and 8, was a mixed bag with only one of the class 8s cleaning it (Ryan Tonkin), Ray Ferguson and Steve Ball were the two cleans in class 7 as was Andrew Rippon in class 6.

Then on to "Normans Stump" where again the vast majority of the entry roared to the top without a problem.

Then to the last section "Up Over and Across" with a low restart for 7 and a higher on for the 8's. At this point we had still only had the one stop and I was worried about failing this last test. Worry increased when I saw the volume of spectators and knew this would be "interesting" to say the least. We attacked the section with gusto and after some epic bouncing about in the ruts were on our way to the 'ends' cards, sadly traction was lost just across the 1 board, our second stop of the day, but by my calculation we had only lost 5 marks.

The trial was absolutely brilliant with well laid out sections, good route marking supplemented by an accurate map and well briefed and effective officials. I shall definitely be back next year.



I then spent a nail-biting couple of days waiting for the results, as expected Ryan Tonkin deservedly won the Fulford Cup just losing three marks, I was delighted to be second overall losing 5 marks.

*The John Aley Summer Trial,
26 June 2021 by Phil Hingley,
Triumph 500*

My brother Ian and I have been regular competitors in the MCC trials for many years. A few years ago, we decided to drop down into Class O, after finding the Main Trial sections a bit too tough. Someone suggested that we enter the main trial for the John Aley – perhaps a last chance to tackle some of our favourite sections from the Exeter and Land's End trials. As well as Simms and Blue Hills, we were expecting Fingle, Darracott and Crackington to be on the route. They were not, as it happens, but we got some interesting different hills and a lovely route from Somerset into Cornwall.

There was a beautiful strawberry full moon low in the sky and after about 60 miles and 2 hours riding from Ian's house near Bristol, we reached the start near Chard. Ian was on his BSA B44 and I was on my Triumph. We met up with our riding companions, Richard on a Suzuki DR350 and Matt on his Dad's BSA C15T, which he had just recommissioned after it had been unused for over 30 years.

The first section, Green Knap Lane was close to the start and was an easy gravelly lane with small stones. A good introduction to the trial.

We approached Underdown 1 down a long steep and tricky track, to join a sizable queue. The rider in front of me was on a brand new and huge KTM adventure bike, on his first trial. We learned later that he had retired at Core Hill with electrical failure. At least his bike should be fixed under warranty! The length of the queue made me think the section would be a stopper, but it was actually fairly easy, except for a very tight left-hand hairpin, uphill on a loose surface. This surprised many,

including Richard who fell off. Underdown 2 was similarly long, but straightforward and without a hairpin bend.

We knew Norman's Hump from our Exeter Trial days, but it was much harder than I recall. The top of the hill was very steep and strewn with fist-sized rocks. Here, something pitched my bike to the right and I fell off heavily. I landed in a gorse bush with the bike trapping my leg and needed help from the marshals to pick the bike up, turn it round on the steep slope and get down to the cross track. Ian stopped further down the hill but Rich and Matt both cleaned it nicely. The daylight appeared here, which was very welcome.

Ian cleaned Clinton, I got up it with a lot of footing on the top steepest part and Rich also footed. Matt was in the wrong gear and the little C15 didn't have enough power to get him up past the ends card, so he had to dab just before it.

Strete was much as I remember it. Ian's bike jumped out of gear just as he was passing a marshal which causing him to have to dab. More disappointment for him.

There were no heroics from me at the Core Hill test. None of us was looking forward to Tillerton Steep, and all were surprised to climb it successfully. A marshal at the start line told Ian that it had been regraded to make it easier. Certainly, the top part was a lot less rough than I recall.

We enjoyed the ride from Whiddon Down through Moretonhampstead to Bovey Tracey. A lovely twisty road in the early morning, and almost no traffic. The only scheduled food stop on the trial was at Ilsington Village Hall where there was time for a bacon roll and a cup of tea before we tackled Simms. Although it is extremely steep, Simms actually seemed quite easy, and we all cleaned it.

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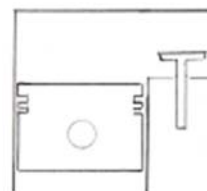
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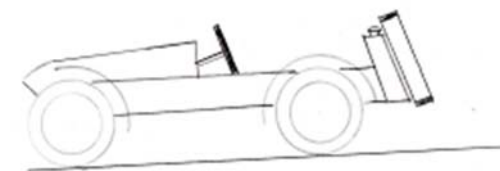


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Roger Ashby
I. Eng. MIRTE



One of the highlights of the trial for me was the wonderful early morning ride all the way across Dartmoor from Haytor to Tavistock. A beautiful ride on empty roads with spectacular scenery

Gawton was a new section to us; a gentle gradient in woodland. No problem to us except for Ian who arrived at the end of the lane very annoyed and disappointed with himself for having fallen off again. But he hasn't ridden in a trial for 18 months and is out of practice.

We had to queue for over an hour at Barrets Mill. Bikes went up every few minutes and the occasional one came back down. One returning rider claimed that it was impossible. However, once someone had moved a large rock and a log from the section and the marshals' communication system had been improved, the queue dissipated rapidly. It was quite a tough one with bends, boulders and tree roots but we all climbed successfully.

Warleggan was much as I remember it. A long section with a big firm rock base and very slippery in places. Ian stopped again here, as did Rich. I was feet-up until my knees were aching so badly that I had to sit down and start footing. I managed to get up on the pegs again towards the end of the section. I seem to have inherited my grandad's knees!

I had hoped there would be less traffic congestion in Bodmin than there is on Easter Saturday mornings. However, it was worse than usual due to an ambulance parked near the three roundabouts at the end of the town. We had to filter between lanes of traffic. Bodmin is a bottleneck at the best of times, and I wish we could avoid it, but I'd rather not use the bypass.

Withielgoose was another section which was new to us. An easy flat lane, which rode sitting down. No aching knees here.

The regularity test at Trewollack was an interesting exercise. It was quite rough and stony in places, and it was difficult to judge how far you still had to travel to the end of the test. I had calculated that I needed to take 192 seconds to complete the test on time. In a car, this test would be much easier with a navigator holding a stopwatch and the ability to drive very slowly if necessary. I had fitted a stopwatch to my handlebars but absentmindedly forgot that I was aiming for 192 seconds and carefully stopped on exactly 188 seconds. Doh! However, the results announced that the test was nearer to 0.6 mile, not 0.8 mile as had been instructed so my time was totally inaccurate anyway.

It was warm and sunny by the time we finally got to Blue Hills. I wobbled round the bottom corner of Blue Hills 1, slipping the clutch and slightly out of control. Fortunately, I was in Class C so didn't have to restart, so I cleaned it. Ian failed it by rolling back in the restart box and falling off, but Rich and Matt were both clean.

The climb of Blue Hills 2 was extremely rough and loose. Richard climbed it in full control and Matt lost his silver award when his bike diverted toward the bank after the restart, and he had to foot to recover it. I made a schoolboy error in the restart box and fell off. The marshals came to my rescue again. Ian arrived at the top having fallen off lower down and feeling very frustrated and disappointed with his poor performance. In contrast, I was fairly philosophical about the whole thing. I hadn't expected to do well and was pleased to clean some sections but not too disappointed to fail others. I had enjoyed the ride and the weather had been good. Only Matt claimed an award – a Bronze. The bikes all ran very well. The only spanner required was to tighten Ian's and my mirrors after we had fallen off.

The MCC John Aley Summer Trial, 26th June 2021

by Tim Whellock & Anne Whellock, MG P type 1935

Our passion is to prove the reliability of historic motor vehicles; the Motor Cycling Club provides just the right arena in which to do this. The phenomenal performance of the modern motor vehicle is proof that the arena in which to develop reliability over long distances, initiated by the MCC 120 years ago, has achieved success.

The John Aley Summer Trial, to celebrate the MCC's 120th birthday, provided something for everyone, in true MCC style.

We ran first car in Class R on the Classic Road Trial, on tarmac roads only, in our 1935 MG P type. Our MG was put back on the road at the end of 2019, after a long period of idleness with the engine dismantled by a previous owner. We discovered the rear axle needed a new crown wheel and pinion; a new fuel tank, starter motor and dynamo were also needed.

We have managed a few local trips out and about over the last 18 months starting with a Windwhistle Motor Club Christmas treasure hunt in 2019 and culminating with some serious preparation in early June 2021. A 200-mile round trip from Somerset to Herefordshire and back to do an Inter Register navigational scatter based at Much Marcle. The MG inspired confidence. The same cannot be said of the navigator: could do better, needs to do more homework.

The new MCC on-line entry system worked, printing off our own route worked, signing on online worked, we got stuff in the post, we spent a hilarious

evening with MGB Class 0 triallers Brian Osborn and Ian Williamson in our village pub the Friday night before the off. The alarm went off 4.00 a.m. Saturday morning, Tim phoned the MGB team to wake them up, and we arrived at Barleymow's on the A30, Chard with time for breakfast. Our start time was 05.31.

Anne did loads of homework and spent days putting the 180-mile Class R route on to 7 OS maps. Mileage from junction to junction was crucial. So, when we came to a junction in the road book that we were not sure of, mostly due to our inability to do sums in our head, having a marked OS map proved invaluable to provide a picture of the road layout. That is if Anne could get the map unfolded and folded again, room in the passenger side of the P type is not sufficient for easy OS map origami. The time control marshals at Hustyn were not impressed with Anne's OS map origami skills, neither were Keith Grant and Cliff England in the Volvo 122S, second car in Class R, number 702, who always managed to be in front of us.....

The John Aley Classic Road Trial challenge was just about right for a 1935 MG PA which runs fine on the flat but without a supercharger struggles on the hills. MG must have found this out when campaigning their cars as a manufacturer in MCC trials in the 1930s and soon introduced the PB. The PB's bigger engine, some fitted with a supercharger for the triallers, has gained much success for their owners. However, we arrived at all the 5 Time Controls more or less on schedule.

One observed test and 7 tarmac hills with historic credentials were included. All have featured as sections on MCC trials at some time over the last 120 years. Pin Hill, first used by the MCC in 1937*, is narrow, steep and twisty. Windout, first used by the MCC in

1935*, is accessed via a ford, with nice wet tyres the restart just around the tight right hairpin is very interesting. Pepperdon, first used by the MCC in 1935*, is not to be taken lightly. Ruses Mill first used by the MCC in 1930*, was our favourite. Treworld, first used by the MCC in 1962*, is good fun. Hustyn, first used by the MCC in 1931*, is really steep and finishing off at Old Blue Hills, the original Blue Hills first used by the MCC in 1924*, is a delight. 6 stop and go tests on the steepest bit proved that the clutch was in good order and that the driver's 30 years of trialling experience in Class 2 and Class 8 plus a couple of Class R on the Exeter in January and a Class R on the Edinburgh in October in a 1965 MG Midget have not gone to waste. The navigator's homework did not go to waste.

If you missed the first junction, 0.2 mile from the Barleymow's start, then you missed the first code board. There were 12 codeboards to note from Chard to Blue Hills, all located alongside the lane on the most trickiest bits of the route, not on the faster A roads.

The route from Moretonhampstead over Dartmoor via Two Bridges and Postbridge to Tavistock was unbelievably traffic free on a June Saturday. Tavistock where we got fuel was a bit snarled up, however, we encountered very little traffic on the whole 180 miles.

No rest halts were scheduled, they are not required by MSUK on events less than 200 miles, and covid restrictions are not to be ignored. We had 10 minutes to wait before our time control on East Hill Strips. We stopped in Exeter Services along with many others for 10 minutes. Plus 10 minutes in the visitor centre at Postbridge, along with loads of other MGs. We had 10 minutes in a layby waiting for our time at the time control on the airfield at Davidstow. And

in Perranporth the loo in the car park of the Texaco filling station was very welcome. It was basically non-stop for 10 hours. We loved it. What a great weekend. We are very privileged to do an event that includes some of the best of the Exeter and the some of the best of the Land's End. Class R did not go to Simms but for those who could drive both Simms and Blue Hills, probably for the first time, in one event it must have been very special.

The day after, on the Sunday, John Green's trialling family and friends met at the top of Blue Hills to scatter his ashes in the gorse amongst the benches in the pouring rain. With help from Mike and Paul Jones we congregated in our cars, including one of John Hayes Ford Pops, at the top of the hill. We didn't tell John Green that he had competed in his last trial in an MG, he would have been horrified. But we know he would be thrilled with his final resting place and to know that the John Alely Trial was his last trial.

John Green competed in MCC events for about 30 years, mostly in his Austin 7 RTC 'Tinny' (now owned by Pete Hart) in Class 2. On the special events – Land's End to John O'Groats, Edinburgh Centenary 2004, Land's End Centenary 2008, Exeter Centenary 2010, – he chose his Dellow. He left a legacy to the MCC in his will - he valued greatly the 'enormous pleasure and satisfaction derived from competing in MCC events and the acquaintances and lasting friendships developed from their activities'.

**Andrew Knightly Browns trials sections database www.wheelspin.info Some of the section names and map references may have changed over the years.....*

John Alely Trial by Mark Wills , Beta Alp

Just completed the Motor Cycling Club's John Alely Trial – great event. The weekend excitement started before the trial though – had a rear tyre blow out on the fully loaded Movano van, going over a lorry strap flailing across the A30 south of Exeter, on the way down to digs in Cornwall. After a short episode of weaving everything calmed down and I crawled to the next layby. Funnily enough I'd put the trolley jack in, whilst loading up I had thought to myself "it's a while since I've had a puncture", so that made things much easier. Greenaways of Bude provided excellent service – new tyre and wheels alignment check and van ready for long haul home.

We gathered at the Barley Mow Café, Chard, in good time for our stat time of 1.15am Saturday morning. It was great to see such a variety of bikes and outfits and then cars of all sorts as we were celebrating 120 years of motorsport since 1901. Many 1980 and 1990's trail bikes, two strokes and four strokes. The earliest bike was probably the rigid rear end Norton, the latest brand-new Beta RR 300 (Enduro). It was nice to see several 500cc Triumph twins as we used to campaign them for years – great sound going up the hills. My son, Joseph, and I were on our Beta Alp 2.0s – well suited to the long-distance trial events.

We left the start and within a couple of miles were at the first section, "Green Knapp Lane". We haven't encountered this hill before so were looking forward to trying it out. It was a rocky section from the start for a short distance and then smoothed out – interesting start and maybe a contender for the first section on the Exeter 2022? Chatting with car driver friends later on it seems it took out a couple of cars front ends (wheels/steering) unfortunately – too

much excitement in the dark at the start of the event, adrenalin pumping? We've done a lot of the sections before having completed the Exeter and Lands End many times so enjoyed the well know Underdowns, Norman's Hump (rougher than usual first half), Clinton (challenging near the top on a bike), Stretes (more loose stones/rocks than I recall needing a lot of concentration) and Simms of course (quite straightforward when you're not tired, the surface was dry and you're on a Beta Alp!). Went for it on the observed (speed) test at Core Hill – hoping to beat Joseph for a change – waiting to see the results.

I had the biggest broadside I've held onto on Tillerton Steep, on a steep rock slab. This was concerning I thought. I was running the nearly new Midas rear tyre that came with the bike. I thought I'd try the Midas tyre, but this broadside was the start of things to come. On the gravel and mud the bike was fine but for me it didn't suit the rock slabs. The tyre is quite a hard compound with a rounder profile – generally good on the road.

The run over Dartmoor around 7.30am was brilliant. I'd been looking forward to this section of the route in particular as I haven't done this on a trail bike with no traffic about. It was bright weather but chilly. The temperature dropped between 6am and 9am, compared to in the early hours, but we had just enough layers on and the rain kept off.

I can't recall the next, new to me, section "Gawton" so guess it was a bit of a "drive through", as was another new one, Withielgoose after Bodmin. The other new section was Barretts Mill before Bodmin. We had a wait of 45mins here. Feedback in the queue was that it's a good challenge – loose rocks after the first bend and concentrate all the way up. A local came out and was very cheerful – told us he often goes up the hill on his electric

Oliver Ayers &
Brian Courage,
Wasp



John Aley Trial

*(Photos by
Dave Cook
on
Blue Hills Mine)*

Hal Branson &
Barry Nelson,
Marlin Roadster



Paul & Justin Webb,
Peugeot 206

assisted mountain bike – should be OK then? The feedback was sound – very good long section, logs, rocks, overhanging trees, really good fun and well worth a section on a classic trial.

On the run to Bodmin came “Warleggan”. In my view the stopper of the trial, mainly because it stopped me and a few others while we were waiting our turn. I’ve attempted Warleggan on a number of different bikes, a Triumph outfit in the early nineties and a Marlin Roadster and it’s the one section I’ve often had difficulty with. This was the case this time. I leapt up the first rock step happily in control and then another unexpected broadside I couldn’t hold onto – I’m blaming the rear tyre. Joseph was straight up but commented it was a real challenge most of the way up nearly losing the back end himself but was happy to clean it. I wondered how the outfits and cars would get on. A chap we were riding near was on an Enfield Himalaya and he came back down commenting that the tyres on his bike didn’t suit this type of section. The bike looked a bit of a handful to me for such sections. The marshals were very good on section – no messing “you’ve stopped, we’ll help you turn the bike as you’re not going any further”. I think it’s really good when you get confident “directive” marshals as it gives you confidence and keeps the trial moving. I suspect they would have had their work cut out for this trial.

Onwards to Blue Hills. I always stop to take in the view across to the section when I arrive at the mines. Its beautiful whatever the weather, a jewel in the crown like Pipeline in the Scottish Six Days Trial and Pre 65 events. Today it was glorious sunshine when we arrived. Waved towards

the small crowd at the top of Blue Hills 2 and got a wave back from the “other halves”. The re-start on each of Blue Hills 1 and 2 were the first of the trial so had to focus on what we needed to do. Popped out of Blue Hills 1 OK and remembered to stop at the section ends line for safety reasons. Blue Hills 2 was loose rocks/stones and took some doing but happy to have a successful climb and re-start near the top. Then watched Joseph go up OK to complete a clean sheet. Some outfits then came up with a variety of success and failure. Must say it looks a real challenge on an outfit balancing speed and power whilst keeping it going in the right direction on that surface and gradient.

Overall, we had done about 190 miles over 12 hours with generally good weather. Only had to deal with one footrest coming loose and no punctures so was mechanically an easy ride. The route was very scenic, well signed where it needed to be and just the right length as far as we were concerned. It was great to get back into long distance trialling and we’re now looking for to the Edinburgh 2021.

Congratulations and thank you to all those who organised, helped organise and ran the trial on the day, credit to the MCC.



Mark on Blue Hills

(Photo by Dave Cook)

John Aley Summer Trial by Roger Ashby, Coates Orthoptera

It is very pleasing to be asked to write reports on events that I have participated in, but sometimes difficult when asked to contribute to two different journals that are almost certainly read by the same people. Having written on the JA for "Triple" hopefully I can give "Restart" readers a different slant. My John Aley Summer Trial was brilliant, afterwards was a nightmare!

Many of you will, over the last 4 to 5 years have seen the "Coates Orthoptera" in action in various events, hopefully you will have noticed improvements in both the vehicle and the driver. At the JA I was on engine number 2, more of the engines in later. The car itself is based on an Austin 7 Ruby chassis, the car was built and registered in 1951 and bears its builders own chassis number, the original Austin number being unknown, Austin 7 aficionados suggest it is possibly a 1935/6 version, the engine gearbox and axles are from various Ford 1172's. The Ford bits dating anywhere from 1932 to 1962!

The car being very similar to those built in the late 40's early 50's by such Trials luminaries as Ken Wharton, Delingpole/Low (Dellow) and Colin Chapman. It is worth re-reading "More Wheelspin" by C.A.N. May again to see how between 1946 and 1949 the Ford 10hp (1172cc) equipped cars often based on Austin 7 chasses became successful eventually eclipsing the Allard's and other V8 specials.

I have a copy of the 1988 letter that Mike Furse wrote for the then Department of Transport to support the allocation of the car's original registration number, Mike makes the

point that at that time he only knows of two similar surviving cars. Interestingly since the emergence of the "Heritage" trials for non-fiddle brake 50's/60's cars quite a few have appeared again!

So, with a Special equipped with an 85-year-old chassis and 60-year-old engine there is always a greater chance of breakages than for more modern vehicles, I do go out to win and sometimes things fail. It is interesting that as our performances improve much interest has been shown in the construction of the car, even to claims that "it must be a cross flow going that well"! Prior to the JA it was running well, and we had been performing positively in some of the ACTC events, in the lead up to the event paranoia set in over the road work in the dark, in particular the run from Tavistock to the start when we would be on roads with "modern" vehicles.

The Coates is small, definitely slow in comparison with today's traffic, and I worried about being seen. Sometime previous I had purchased LED "doughnut" style rear lamps (possibly intended for articulated trailers) on taking them out of the box they looked much larger than the lights I had originally fitted, these being of the "doughnut" style but with normal bayonet bulbs and suffering from sticking contacts (not very well made but by no means cheap).

I removed the original lamps and surprisingly the new lamps fitted OK, I am not a stickler for the use of period parts, believing function and safety should always trump authenticity/appearance. However, to my eyes the lamps look fairly period/fitting and the illumination is good. Even better we were able to take the car on a trailer to the start and leave it to be collected after the event.

Between Lee Sample, Matt Robson and myself we had created "Team Inappropriate", not sure whether this relates to the machinery or the behaviour of the crews, we best stick with the machinery, two Rickman Rangers and a 1950 "bitza" we did not expect much success! We see the team at the start, but I am jammed in the car (no doors, minimal room and loads of kit around us), we don't get out I hope they do not think we are too rude! We leave on time albeit with an intermittent charge light! Omens! The sections are much drier than normal, someone posted on Facebook a picture of I think Green Knap Lane only a week later, impassable with a torrent running through it!

Underdown 1 had a hold up that saw us queue for nearly 60 minutes just to get to the section begins cards. But we roared up it, the marshal tells us the delay is because a lot of the bikes fail and cannot get going, due to Covid and no contact they get minimal assistance.

My mind wanders back to bike days (I fell off a lot!) and being picked up and sent on my way by ever cheery officials, a car seems more relevant to my age and current level of fitness. I have believed for a long time that current bikes are ridiculously too tall and too heavy. On this theme I recently observed at the Sidcup Clubs Timber Woods LDT and many of the riders (presumably inexperienced) would have benefited from a lower and lighter bike (Oh why did I sell that Serow?)

I have great difficulty remembering sections unless I have seen them on a number of occasions, I don't recall Underdown 1 until we are driving it, yes, I seem to recall having problems in 2019 Exeter, but we romp up it!

Underdown 2, yes, I remember Exeter again and I could not get up it, trepidation, off we go and again roar up

it. The little car is on a roll, this is the section where in 2019 the wonderful Oakes family were marshalling, I do not see them as this time it passes in a blur. Then to Normans Hump, again I had problems in 2019 but was able to master it at a recent trial, we wizz up there, on leaving the section on way to Clinton there is a small queue of cars, then we see a plume of smoke, a car is on fire! A very young man comes from the direction of the car on fire and with some gusto instructs us to wait saying as I recall "can you wait until my Dad puts it out", a true leader in the making. The fire is extinguished, it turns out to be the MG of David Rolfe who sorts out the charred HT leads and gamely carries on and as I understand finishes the trial. It is probably about now that the alternator light comes on and resolutely stays on for the rest of the event, at least it is daylight and I do not need the lights.

Tillerton Steep, again the 2019 Exeter saw a fail with all sorts of problems including cooling and carburation issues, at that time we are rescued by Team Inappropriate member Matt Robson who has a plentiful supply of water which we top the car up with. I subsequently make the decision to retire, but in 2021 its all systems go and we roar to the top.

Then to Ilsington Parish Hall and that wonderful welcome from members of the local community and bacon butties, such a part of our Trials life, interfacing with supportive members of the community who all put something back into life!

Now Simms, I have not got this far before in the car, have only a vague memory from bikes days but have been studying YouTube videos to check out the best line. To say I am concerned is an understatement, at the begins cards we get encouragement from Marshalls Dee Champion and John Cox, we discuss the demise of John's awesome 924 Porsche and he tells us about the Scimitar project. We get the go signal

and launch, as class 2 we only have to make the "A" boards, I know it was dry but I cannot believe the grip, the car revs well and within seconds we are at the top well past the "A" boards and able to serenely stop, it is almost an anti-climax, but a joyous one.

Gawton next, I cannot remember the section, have a vague recollection of the Recycling Centre and am amused by the good people of Tavistock who do not appear to be phased by the appearance of Mad Max type vehicles on a Saturday, again the little car is triumphant, the pressure is really on.

Barratt's Mill I cannot recall but we clean it, this after Greg Warren has removed the offending rock that moved and barred the way!

Warleggan has been talked about in hushed voices, is this the one to stop us, we are directed to an orderly queue as the section is attempted in batches, we enjoy carrot cake and are delighted to find out later the amount raised for charity, these MCC folk and those from other clubs both competitors and supporters really are the salt of the earth.

Then we meet a fellow competitor, a very proficient X90 driver coming back down. "What happened?" answer "It's lethal you won't get up there". As we wait there is a resident working on refurbishing the house and grounds at the bottom, we enter into light hearted banter, he asks what the car is, I explain, he says I should be prosecuted for abuse of classic cars! We blast off and up we go bouncing from rock to rock and we get through, on the road at the top there are a group of class 7 and class 8 drivers reinflating their tyres we get applause from them, again such nice people.

Withielgoose, no I cannot remember this one, maybe the tiredness is setting in, but we clean it.

We do the regularity test, I like these quirky things that require thinking, I was only about a second off standard time, not bad calculation was done by the aid of the rev counter!

We are on our way to Blue Hills and for the first time in either bikes or cars I am nearing the end with a clean sheet, the pressure is on. We queue for Blue Hills 1, I go to start the car and the battery is flat, it had to happen, we bump the beast and leave it running, section 1 is completed with no problems.

On to Blue Hills 2 with a clean sheet the pressure is really on, we seem to easily make the climb, the turn is accomplished we stop for the restart, plenty of grip but despite considerable slipping of the clutch we are unable to pull away, just not enough power, we could probably have done it if it had not been so dry, disaster on the last section and the chance of a gold disappears. On the directions of the marshall we roll back a few feet run at the hill and up we go! I have achieved my best ever result in an MCC trial, delighted.

And Team Inappropriate, 3 silver medals, if just one of us had got a gold then we would have scooped the team prize, we will be out for the Edinburgh but with Pete Hart of Marlin and tyre fame standing in for Matt Robson, hopefully along with Lee Sample we will be in the awards! Sadly, this was not the end of the saga as the car died on the return journey and as I write major surgery is coming to a garage near me! The battery went completely flat on the journey back and a number of competitors/supporters stopped to assist, we charge up the battery from a modern car, as I write I realise I have yet to send back the jumper leads to the supporter who left them with us (apologies). This was Tony Bishop who I have contacted and promised to send the leads on to him, thanks Tony!

One of those who stops is Richard Kinver in the X90, he very generously offers to follow us back to Tavistock after we have charged the battery. We set off and I do not want to have to us the lights so crack on at what I think is 50mph (electronic speedo running of a GPS unit), the little 100E unit is singing!

After about 25 miles there is a clatter and a partial seizure, we stop and the little beast will not go. Richard hitches the rope up and tows us the rest of the way. He later tells me that they had a good quality GPS in the X90 and I was maintaining about 69 mph constantly, poor thing!

When I eventually get the car back to Kent I think/hope it is just a head gasket, it is not, zero compression on cylinders 3 and 4, minimal on 2 and ok on 1. I suspect it just got too hot under the constant load and damaged pistons and rings.

Very disappointing as I had entered the first of the Heritage Trials that had been postponed from the start of Covid, I knew I would not get it repaired in time, so Ruth and I took the chance to use the hotel booking to have a couple of pleasant days off in the Crewkerne area and to watch the trial.

I now have a quandary, that engine was running really well, it has slightly bigger inlet valves, a moderate camshaft (I think what we referred to back in the day as road/race!), was ported to dimensions used in the 50's racers and trials cars, double valve springs, an external spin off oil filter (my design), steel rods which use shell bearings in place of scraped white metal and more recently a 1.5" single SU.

Under construction in the garage (early days) is/was another 100E engine which I will fit with an Aisin 500 supercharger, I have most of the bits, new pistons, another set of the shell bearing rods,

bearings etc. I want this engine to run as smooth as possible and to this end I will have it all balanced.

I had the clutch of the existing engine beefed up to take the rigours of trialling but was not entirely happy with way it had been done and thought I would do the next one myself. It has been a nightmare finding appropriate springs to achieve this, additional springs in the centre of the originals move and there would be little purpose in having it all balanced, so no movement there! I had entered the Edinburgh some time ago and was now panicking that I would not have the car ready, I did dither a bit but, in the end, I realised the only way to get out there was to rebuild the engine currently in the car.

I quick order to the lovely people at the Ford Sidevalve Owners Club who operate a brilliant spares service and I had new pistons, rings, shell bearings, gaskets etc. After stripping, where I find pistons 3 and 4 have melted and the rings have seized and number 2 is not a lot better but the bores look good.

After honing the bores and general cleaning the rebuild started and of course in the meantime I had entered the Taw and Torridge Trial on the 19th September. Yes, you get it, the engine was actually back in the car and running on the Thursday afternoon before the weekend of the trial, it actually sounded good and had more oil pressure than it had ever had!

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Exmoor Clouds Trial 2021 by Dee Champion

The first Sunday of September which was the 5th was the date for the 50th Exmoor Clouds classic trial. It would be nice to find out some history of how this trial begun and who was the brains behind it. A single venue, which was held in Minehead in the great Headen Woods, originally it would have been a road event but due to a few hiccups along the way, meant it had to be changed to a single venue.

Norton Selwood, who organised the event with the help of his brother Jack; Paul Merson, Chris Priddy & Richard Williams who are all part of the Minehead Motor Club. They marked out all the sections and all the other aspects that have to be done to create an exciting and challenging day. We had 11 hills for the morning, 10 for the afternoon with a special test that was added. As the day progressed two sections, 8 & 17 were cancelled.

The gates to the location were open at 8, where everyone congregated in the field and now that the Covid restrictions have been relaxed it was great to see people mingling, happy to have some normalisation in their lives. All the cars were lined up with the 4 Scimitars together ready to compete against each other in class 5.

The competitors were preparing their vehicles ready for scrutineering also a diff test was carried out, overseen by Arnie Martin. It was a welcome sight to see the signing on booth where people were lined up chatting away. A great turn out with 40 entries.

Jack Selwood was offered the chance to drive a Cannon belonging to Paul Merson. He was going to be Dave Haizelden's passenger, as Abbie

Jefferies was Dave's navigator, but she wanted to marshal instead. Jack couldn't resist being in the hot seat with Abby beside him so accepted the offer they had a right blast together. Third time lucky for Dave he was able to have the enjoyment of Trina Selwood as his navigator.

The start time for the trial was 9.30am with each car setting off at 1minute intervals. I had the pleasure of having a second ride with Mike Greenwood in his bouncy silver X90 we were no 34. At this current time Mr Cox is still tinkering with his classic car this car will be supercharged and maybe a special sensor that alerts us "WARNING" a tree behind you! With parts coming from the Porsche making it unique, it will be sprayed purple I'm looking forward to when the time comes for it to participate in the future trials hopefully this year!

On leaving the field to get to the first section it was very steep the grass slightly damp, which made it slippery, a poor X90 & Beetle really struggled to get to the top they kept sliding & spinning around but gradually they managed to get some sort of traction & were able to proceed to the first section after Les Woodward waved his very large, chequered flag for them to continue.

SECTION1, Green Grass. This section was covered in damp ferns which made it quite slippery, off we sped hoping to reach the top, unfortunately we could not get enough grip on the track and our wheels were spinning on marker 2 & that's where we stayed. Rob Holden in his BMW decided to decorate his car with some of the Exmoor foliage as he had a large bush hanging from his rear bumper

SECTION 2, Pridd's Escape, was also full of ferns & very wet making the track mushy which caused us to spin to a halt, at marker 3. Surprisingly Dave &

Exmoor Clouds Trial

(Photos by
Duncan Stephens)

Stewart Green &
Melanie Oliver,
SG Gruffalo RE



Gary Browning &
Stephen Louks,
VW Beetle

Dave
Haizelden
&
Katrina
Selwood,
Reliant
Scimitar



Edinburgh Trial

by Dave
Cook

Phil Hingley,
Triumph T100

Tissington Ford

Richard Houlgate
& Jim Wood,
Marlin Roadster



Martyn & John
Copleston,
BMW E30

Edinburgh Trial

by Dave Cook

Roger Morris,
Kawasaki
250G



Booth Farm

Roger Ashby,
Coates
Orthoptera

Nicola Butcher &
Ben Gladwyn,
VW Beetle



Francis &
Philip
Thomas

Taw & Torridge Trial

'Across the
Stream'

(Photos by Duncan
Stephens)

Colin Jeffrey & Peter
Sluggett



Nicholas
Deacon &
Ben Wear

Trina also struggled, they only managed to beat us by getting to marker 2

SECTION 3, Bright End. A young Charlie Vile, who was only 10 years old, was marshalling here. This hill was covered in fallen branches that snapped as you drove over them and it was also very damp, but it was still our first clear of the day. A great climb gaining a, easy clear. But not for Aaron & Ben who unfortunately managed to stall the Scimitar going downhill.

SECTION 5, Periton Hill. As always very muddy slushy & wet. One hell of a hill to climb and only 4 cars received a clear and that was Duncan Stephens in a UVA Fugitive, Charlie Merson in his Ford Special, Stewart Green driving a SG Gruffalo and Aaron Haizelden in his Scimitar. Great climbs from all of you.

It was sad to see Brian Alexander retire, his first in 4 years, after his diff broke. This guy is an inspiration that he is 90 & still has the enthusiasm & drive he loves taking part. *(Brian is also credited as being responsible for introducing X90s to classic trialling – ed)*

SECTION 6, Periton Summit. Making our way to this section purple & yellow heathers lined the dirt track, a beautiful sight. Breathing in the distinctive smell of the pine from the trees and the dampness of the forest makes you appreciate that we are able to have access to this stunning land. Anna Robinson was waiting patiently for competitors to arrive, as always with a big smile when she sees you. This section was bone dry but very grassy a totally different texture to the last hill. A large reed was growing in the centre, which helped to clean the slushy mud from underneath the cars. As we reversed back down the hill after attempting the climb, we were attacked by a Christmas tree, as the soil was very loose, we lost a bit of grip, “phew” we made it to the bottom at last!

SECTION 7, Hopscott. This was a real challenge with twists and turns, yellow tape across some of the trees to indicate the correct way. The ground was very soft and spongy with lots of crafty tree trunks covered in slippery leaves that had to be avoided, so it was very exciting and showed what brilliant and skilful drivers there are in the trialling sport, and of course the observation of the navigator shouting instructions. I definitely squealed with delight when we cleared the section.

Unfortunately, Kofi Farley & his partner, Lucy Statharm, who had come from Plymouth, had to retire with a broken clutch. He was another young competitor, and this was their very first trial. Chatting to Lucy she did say when she has the confidence, she too would like to be in the driving seat their car, which was a Mazda MX5. It will be so good to see them again in future events.

Norton Selwood decided to avoid marking out the next tricky climb as there were so many tree trunks to get round, he knew that there would have been some cars getting stuck.

As we arrive at SECTION 9, Fred, the sun is trying to break through the misty sky. It's starting to warm up and layers are being removed! Carefully we drive over the rocky drainage ditch to the start where it was water-logged and muddy. Climbing this hill was very bumpy and stony, the ride was worse than a fairground ride! It definitely took your breath away and as I swayed in my seat maybe a seat belt should have been worn? It was so rough with lots of pits in the track and boy Oh so bouncy! With all competitors achieving a clear.

There was muddy water running down the track on SECTION 10, which gave it the name, Water Run. One side of the track contained lots of rocks and stones, but the other side was completely different being really wet

and slushy. As we are waiting in line for our turn a grey wagtail lands in front of us on the ground just for a few minutes to see what all the commotion was about.

Last section of the morning was Curly's Climb, a dry dusty hill with a nice restart for us in the X90, what a breeze - a nice clear.

Giant hogweed to the left as you drive to Deer Wood, SECTION 12. The first one for the afternoon a straightforward route between the trees with a slight turn to the left the ground was slightly damp with loose dusty soil with most cars reaching the top for a clear.

On SECTION 13, Pridd's Delight, we had too much grip halting to a stop on marker 4 as it was very dry. The other X90s made it with no problems. Mike explained to me that his X90 has a hi/low ratio box, so less speed but more revs ... less chance of bogging down.

SECTION 16 was Rowley's Revenge. What a revenge it was, with lots of twisting & turning on a very uneven & rough track we were bouncing all over the place at one point we hit some rocks with so much power it caused my stomach to do a triple somersault by the time I had got my breath back we were shooting out the top of the section “what a relief “. Deviations for class 5,6,7,8, On Lena's SECTION 18.

Dave Haizelden decided to take his own deviation on SECTION 19, Lena's Sister, he decided to take a tour in the bracken which caused him to get stuck, his passenger Trina Selwood must have had 3 Weetabix's for breakfast as she showed how strong she was by pushing the Scimitar back on to the correct track, then of Dave went with a puff of smoke leaving Trina to walk up the section!!

Water Run for a second time was SECTION 21, last one for the day and a long wait here, car 21 driven by Rob

Holden a BMW which definitely sounded like a BMW, as he flew up the section, but on the way down, he sounded like a monster truck as he passed us on the way out of the section. Stopping to check his car he found that half his exhaust was dangling behind. But amazingly he gained a clear even though the exhaust broke half-way up the climb - nothing was going to stop him!

Whilst we were queued up, I got chatting to Phil & his son Aidan Parker, who had a brilliant day, they managed all the hills even though his oil pressure had been low throughout the day he said he had taken it slowly and steady which helped to win first place in class 3.

A broken drive shaft for a Scimitar driven by Dave Haizelden at the end of the trial, he commented that the car had struggled all day. Congratulations to George Gookin who was first in B,1 he was on a bike a Beta 200 He also won the fastest time on the special test, which was 10.60 seconds. A 14.37 time for the Marlin driven by Paul Brooks he also came 1st in class 7. Best overall bike goes to Tristan Barnicoat a Gas Gas EC300.

Duncan Stephen had the best overall car a UVA Fugitive. The first place for the Scimitars was Keith Sanders, Mike Warne his passenger said, “The ride was smooth like a jelly”. VW Beetle goes to Gary Browning as he was first in class 6. Class 90 for Nick Deacon. A special mention goes to Nicola Butcher the only female driver to compete and to also gain first place in her class, which was 4. Well done to each of you!!

So, on this note I would like to say a big thank you to Norton Selwood with his helpers and of course Minehead motor club for an exhilarating and exciting trial, well organised and with easy instructions to follow and an awesome venue. Well done guys!

Exmoor Clouds Trial, 2021 by Simon Lewis, Suzuki X90

Ever eager to get back in action after such a long break we arrived at Headon Woods near Minehead on a misty morning to find we were, aside from the organisers, the first to get there. So, while waiting for the scrutineering we got the 'road' wheels off our X90 and changed to thoroughly hammered Maxxis 751s. These were already at 10psi and covered in cracks, splits and cuts on the sidewalls from all the previous events they have done. I thought they would cry enough on last year's Exmoor Clouds, but they kept going and were still holding pressure at the end of this one too. What a crying shame they don't make these tyres any longer.

Scrutineering included a diff-checking roller, which I have never encountered before and caused me some trouble as I didn't quite get what the officials meant for me to do. Sorry chaps! The 43 entries featured 15 bikes and one sidecar as well as 5 Suzukis in class 90. The route, hastily contracted from the planned road trial to a compact single venue format, was great fun and like last year it was a full-on day, with not a great deal of hanging about waiting for most sections and no need to endlessly inflate and deflate tyres. It was drier than in 2020 and some grading and clearing meant that on most link roads it wasn't as rutted and narrow as it had been. But the sections were pretty fierce.

The first two were up grassy banks over cut ferns at the bottom of the main field and we found them fairly easily cleaned. Into the woods proper. OS 3 was a slow rutted little wiggle with some enormously off camber bits. Last year it was like soup, this year it was rough, but we cleaned it. The link road to

section 4 was down a bit of wood that had been felled and was basically a carpet of small branches that got stuck under the car and made nasty noises as we dropped down onto a proper road. OS 4 itself was called War Zone and went up a firebreak with a deviation and a bump where it got really steep. One of the Scimitars made it look very tricky, but it was OK, we cleaned it and Charlotte my 15-year-old daughter/passenger was whooping with delight at the top. OS 5, Periton Hill was one that we enjoyed last year, another firebreak run but longer and muddier than War Zone. We had a good run at full revs and got up to 4 where most of the wheel tracks stopped. It was a long reverse back down this one and my clutch leg was aching by the end of it let alone my left arm from hanging on the handbrake!

OS6, Periton Summit was causing some delays and the 12 marker was well out of sight of the start, so it was clearly a long section. We waited and waited. I chatted with the marshal, with fellow class 90 runners Peter Ashford and Richard Kinver who were behind us in the queue and to Nicola Butcher (VW Beetle) who for a change had only one small son in the back seat and Kevin Sharp instead of hubby Bed Gladwyn, as chief bouncer. The hill, when we got going, was indeed very long and curling round then up in successively steeper S bends which was all going really well until we finally ground to a halt at 3 - was more or less par for the course among our classes. It was a rather enjoyable hill but had a nasty drop off the edge that drew the car towards it as we backed down. No amount of steering adjustment seemed to have an effect and finally the one and only marshal in sight gave us a bit of a heave-ho at the right moment and we got back on track. But it was a tad scary! Nicola said she was terrified, especially with her young son in the back and as she doesn't claim to be any good at reversing anyway.

In the meantime, OS 7 was a nasty little tress stump-strewn section called Hopcott, which wound up through trees over no discernible path as such. The Marshal warned there was a tree stump in the middle wound with yellow tape and 'you can make your own way round either side of it.' I tried but was going too carefully and bogged down with a 6. Disappointing after we had been running within a mark or two of the class lead up to this point. Later a similar situation cost us another 6 with the others cleaning a different, but equally slow, stump strewn and wiggly section. I don't seem to do slow sections too well. I like a bit of speed.

OS 9 and OS 10 were so located that a long delay was caused by the one-in-one-out nature as you did both of them then came back down to the holding area before the next car was able to get in. The first was really good fun, blasting up to the left curling round to the right over some substantial ditches across the track, and just as you crested the brow finishing with a sharp left up into a gorse bush dead-end. We cleaned that. OS 10, WATER RUN was stony and muddy, with water appropriately running down both wheel tracks like a twin tracked stream. There was a deviation with a nasty bump in the middle which chunked us off course, then it got all off-camber and muddier until we squelched to a stop on 3.

The long run back from here to the last morning section with Charlotte doing 'extreme crochet' while not busy with the route or bouncing. Crochet is her current obsession, and she produced a fair amount by the end of the day! OS 11 was a section from last year and had the only class 90 restart of the day. It was steep but no problem and as yet we had not hit any trees or punctured any tyres. So, all was good, and the score was 15 to Nick Deacon's class leading 7.

The second loop began back at the bottom of the field with two more runs up through the ferns with the first one also in among the trees. We watched and thought "we are never going to get up there" but in fact it was quite easy. The other was familiar from last year and had a couple of big rolling bumps at the summit. Last year there were photographers standing here so I styled it out, kept the boot down and soared over the top, all four wheels off the deck, only to find no one watching at all! It was fun however with more squeals of delight from Charlotte. Back in the woods OS 14 was the famous SPEED BUMP. We did this one last year and put the in-car footage on YouTube as we spent most of the run with the nose bouncing high off one after another roller in hilarious fashion...except we clobbered the front wing in the process.

This time with a slightly different approach and with foreknowledge I took it much more circumspectly and although we did bounce pretty high and almost got out of the tracks once, it was a less dramatic run this time round. I must say we were having a fine old time with all of this, clean since lunch, but the next two stopped that run. OS 15 curled back up over the main access road and into the wood the other side between a big tree and a big bank with a short ferociously steep bank up into the trees. I just stopped short of the end marker and got a 1 but the next section which also popped up onto the access road had a nasty looking root just on the line and for a moment I hesitated and lost momentum. We stopped at 6 and were amazed to find a lot of people cleaned this as the next bit was a tight wiggle which we had watched a load of class 8s failing to negotiate.

OS17 had been cancelled but we had to drive up it anyway. It was easy...no wonder they didn't bother to man it. OS 18 and 19 were another two-hills-one-at-a-time with resulting delays. 18 was

LENA'S, used last year and a long steep full bore sweep up through the ferns. Great fun, then we had to return to the bottom for what looked an impossibly steep climb at OS 19. But we cleaned it and for some reason, not really evident on the in-car footage we both found this one very exciting and giggled like kids at the top. OS19, TROLL TRAP was short and sharp wiggling up into the trees and we cleaned this too (third clean on the trot) before along run out to the special test. I had a proper go at that one and got within a second of Nick, who's speciality these tests seem to be. Then we got lost.

To be fair the route went off the marked map and if there were arrows, we never saw them but ended up down a road that became so overgrown it was clear no one else had been along it! Finally,

we found OS21 which wasn't on the map and was WATER RUN repeated, with the same delays as before. We did OK with a pretty good 2 this time around. The final section was another tilt at Periton Hill (OS5) and we got an identical 4, finishing on 28 to come 2nd in class to Nick Deacon (on 13). One X90 had retired earlier so 4 finished. I can see where I lost a good 12 points but even that would not have won us the class. It was tough and it was fun. We changed the wheels back before heading home. Charlotte was very pleased with herself for lifting the two rears into the boot unaided, and she had almost finished crocheting a cardigan....so had a great day. Overall, it was a brilliant event with a really interesting route and a good bunch of people. What more can you ask for?

Exmoor Clouds Trial by Duncan Stephens, UVA Fugitive

Forty competitors converged on Headon Woods for the Exmoor Clouds Trial organised by Minehead Motor Club. A last-minute change of plan meant that the trial had to become a single venue, similar to last year, but this time with passengers, bikes and a significantly larger area using more of the second landowner's adjacent woods. Last entry was Nick Farmer who professed to not knowing if he'd make the trial in the ex-Paul Watson BMW so organised, he arrived with no pressure gauge!

The start saw competitors waved off by a chequered flag, only in Minehead could you start with a chequered flag as Ryan Tonkin commented!!!

Geoff Westcott was out on his new KTM sidecar and the only three-wheeler but was later to have a tumble and retired.

While eleven bikes were out, with five alone in Class A which saw a close battle with Andy Petherick beating Chris Barham who broke his gearbox on the last section and had a long freewheel / push back to his truck down in the paddock. At least he could see, as on a stunning morning thought he'd come directly over Exmoor to spend most of the journey guessing where the road was for fog. Tristan Barnicott won the bike section overall after he and Chris finally saw a bike master Periton, the last section.

Onto Class 8 which had seen Paul Merson frighten the original guest driver of the family Cannon the day before, so in stepped Jack and Abbie the night before. Ian Lee drew the short straw on his first event leading off the cars, and Gareth White was debuting SYM Jester with his daughter Ashleigh passengering for the first time. As ever Class 8 was super competitive and soon saw the battle commence between Duncan Stephens, Charlie Merson, Ryan Tonkin and Stewart Green. Ryan was first to

blink when the engine cut out on Periton for a 3. After nine hills the other were still clean having explored the further sections. Water Run saw Jack and Abbie come back down the one in one out track covered in mud saying its wet and boggy, expecting each competitor to go a bit further. Second gear Neil Vile returned in his Fugitive also with a 3. Duncan Stephens managed to get through the bog to climb way beyond and out of the top, while Ryan and Stewart also got 3s. After a long lunch Pridd's Delight restart stopped all but the leading three with his huge tree roots. Rowley's Revenge meandered through the woods then had a very tight downhill hairpin deviation and proved decisive. Duncan failed, Ryan failed, Stewart and Charlie just drove round to take the lead on 3 each. Gary Browning later proved that you could get a VW based vehicle straight round! Jack was seen struggling with the A series powered Cannon at Lena's and Lena's Sister.

The last two sections were a long track back to the mornings two crackers with restarts added, Water Run and Periton. Both long challenging sections. By the end of the day more grip had appeared with the leading four climb out the top, which was exceptionally steep, Jack run out of grunt at the 2, and Gareth falling just short at the 1. This left Stewart and Charlie still leading on 3 with just Periton left. Charlie first pulled up to the restart and couldn't get off despite passenger Nick Sherrin best bouncing and shouting. Stewart ground out on the restart and didn't move, Duncan had nothing to lose sneaked up to the restart and powered off and out the top to take the overall win on just 5 points. Ryan and Ben had been struggling with the inconsistent running engine of wife Claire's, which they thought had been sorted, pulls up to the restart clean as a whistle lifts the clutch on three cylinders and struggles up to a 3, rolls back clears the engine and straight out the top.

Frustrating doesn't cover it, but you can guarantee the Tonkin boys will be back.

Class 7 brought Paul Watson in his VW Imp with new type 4 engine in the back. Dad had sneakily set the throttle to limit the available power as the engine is run in. Results guru Paul Watson appeared in his Marlin, and John Ramsden also travelled down from Stroud. Gary Browning made a very rare trip to the southwest too with his Beetle, admitting he got his weekends wrong thinking it was two weeks after the Moto GP at Silverstone. The first points they dropped was on Periton with John Ramsden and Gary Browning gaining a point with 3s. Hopcott and all its tree stumps was definitely going to cause more of a challenge for the saloons. Water Run stopped all four in similar places before an extended lunch in the sunshine. Speed Bump and its repeated humps and hollows for hundreds of yards saw Paul Watson VW Imp appear out the top with some serious camber on the front wheels and interesting tracking which meant he could get round Rodney Revenge deviation, which the others all did. Paul Brooks got off the Lena's restart to gain the advantage to take the class win and was obviously still buzzing at the special test as he was fastest!

Class 5 saw the four Reliant SS1s of Keith, Dave, Aaron and Stuart Highwood joined by a couple of MX5 of Ashley Clarke and Kofi Farley with Nick Farmer in the Z at the back. Kofi day lasted seven hills before the clutch called enough. However, there were a few surprises to be had come the end of the day. Keith's morning was predictable dropping just 6 points, Aaron became the first nonspecial to climb Periton but had already stopped on Bright End's deviation, as did Nick Farmer who wasn't used to the size of the car. Periton Summit suddenly deteriorated and caused a bit of a hold up as was approaching a third of a mile long with a

wet bit at the 4! Lots of 3s and 4s for the saloon cars, until the 6-cylinder Z was flat out sideways most of the way to the top with Nick. Both the Haizeldens failed to get round the Rodney Revenge corner. Keith had one of his clean, tidy days dropping just 10 and fourth overall, ahead of Stuart on 15. Nick surprised himself with an amazing third in class and top ten overall dropping twenty after struggling on Lena's and her Sister, but most importantly daughter Lauren enjoyed her day. Aaron another 5 points back (25), with Ashley Clarke dropping 28. However, we must mention the chairman who wants to forget the day! 2018 Wheelspin champion last in class on 39. Yes, he missed the last hill (clicking CV and no trailer) meant for a 12 on Periton but the best was Keith's 2. One thing for sure they will be back fighting a lot harder.

Nicola romped to the class 4 win dropping 25, Arthur Elf having a tough day before retiring. Class 3 saw Phil Parker's 2.5 Duratec hard knocking most of the day, its last day but it didn't stop it climbing to first in class with a very creditable 24 points, half Rob

Taw & Torridge Trial by Keith Sanders, Scimitar SS1

With the vast Trialling experience within Holsworthy Motor Club, you can always count on having a great day of sport, and this year was no exception.

After starting at the Clovelley Visitor Centre we headed to our first section at Cutliffe Lane, a famous classic hill also used by MCC on the Land's End Trial. This year saw a separate start line for Class 5 which is fair enough now that the x90s have moved to their own class. It was around the corner from the main start, it didn't stop us from climbing out the top but took away much of our

Holden's score in his big blown E30 estate, which was struggling on some of the technical climbs. This leaves just the X90s whereby hot favourite Nick Deacon dropped just 13 points on the same sections as the other top contenders but did include a careless 1 on Headon having been scared of a big wheelie up the steep finish, however no other 90 climbed it. Simon Lewis and Monkey (the car) proved to be Nick's closest challenger quickly learning about the class tricks. Brian Alexander was unfortunate to break the diff on his example which posed some problems in getting home to Bude. Mike Greenwood's driver was stuck at home on baby duties (Congratulations James and Gabby), so enlisted Dee into the passenger seat to finish fourth in class.

All in all, a fabulous start to the second half of the season celebrating Minehead's 50th Exmoor Clouds Trial. A massive change of plan to become single venue a week beforehand worked brilliantly thanks to the hard work of many. Thank you

momentum which meant working harder to scabble through the rough bit around the Restart area.

After a nice route through back roads and lanes we arrived at Wemsbury test where you simply had to go through three random pairs of cones in any order and any direction. Without the benefit of seeing what others had done, I set off at what I thought might be the best approach.

From here we went down the field to Wemsbury 1 which consists of very sharp hairpin bends, finishing with a grassy climb to the top. Having seen a few attempt it and spin out at the grass I decided that a "trickle" was required. However, by the time I got there the fresh grass had been spun-up. I tried



Charlie Merson & Jack Selwood,
Ford Spl, on Park Impossible



Class 8s at Crackington

Nick & Thomas Aldridge,
Smart Roadster on Trevilla



Tamar Trial

Photos by
Duncan Stephens

the trickle approach, but this just didn't work for me so picked up a couple of points.

Wembury 2 was bike only, so we proceeded to Wembury 3 where we had a restart. Good to see Dave and Anna Robinson here marshalling along with Dick Bolt. Anna on the start line and Dave holding the restart flag. The R boards were placed just on top of a short steep bank which had big wheelspin marks. With just a few seconds to make up your mind I reckoned I could just about get my back wheels on top of the bank and still be astride the line. This I achieved, though only just, and meant I could trickle away without any drama. There was then however a chicane there the last bit proved a bit too much so ended up spinning out for a 1.

From here there was a long road run to Devon Yeoman Butts and Adrian's Aisle. Both of which can be tricky when wet but with today's conditions were cleaned without any drama. Back to the road and found Simon Woodall stopped in a passing place. He'd been struggling for power all morning so finally decided to retire. After a quick glance at the OS map, we were able to give him some directions back to Clovelly.

The next 5 sections in the same woods. First up was Week Vale which has been used several times and is often set out differently depending on ground conditions. Being dry this time it twisted around the trees with big roots at the Restart area for the upper Classes. Across The Stream had a tricky wet muddy chicane at the bottom which prevented building momentum for the steep climb and caught many people with an expensive 11 or 12 points. Just me, Charlie Merson, Paul Merson, Duncan Stephens, Ray Ferguson and Andrew Rippon went clean. Next was Tarzan but thankfully not a Restart for us this year. The Restart was the final

straw for John Bell's clutch and after reversing back down we needed to give him a push to along the flat to get him out of the woods. "Turn't There Before" looked quite benign however it was incredibly slippery at the top corner. The only cleans were from Keenan Hancock and Duncan. Final section before lunch was Quarry Turn which most People were able to clean.

A short drive from the lunch halt and we arrived at the woods to Rat Trap where Andrew Rippon had collected a large tree when reversing back down. With 4 ropes and about a dozen strong men we were able to get him out and safely back down. These Sections are quite steep and unfortunately have no exit so there's no alternative to back down, which is tricky. Rat Trap and Rat Run were similar sections whereas Mouse Trap twisted around the trees before a Restart at the bottom of the steep part. Next up was Goldburns Glade. A straight hill covered in leaves which never dries out. After seeing others spinning out around the Class 8 Restart area, I decided to do another attempt at "trickling", and to the amazement of my passenger Neil this did the trick, and we went out of the top!

Along the lane was Pen Steep. A steepish straight climb where I used the opposite technique of "lots of Welly!" Only ourselves, Duncan, Keenan and Colin Jeffery managed to clean this one, Colin having a great day having not been out for a while. The final Section was Silklands, a twisty climb with steep slippery hairpins which stopped most people and was only cleaned by me and Greg Warren, with Roger Ashby picking up 1.

Congratulations to Duncan Stephens for taking the overall Car award and to all of the Class Winners. Thank you to Brian Andrew and his team at Holsworthy MC for putting on a very challenging event!

The Roger Pole Taw and Torridge Classic Trial by Roger Ashby

Following the disaster with the Coates engine after the John Alely I eventually took the decision to rebuild the unit currently in the car while continuing to work on the next development, a supercharged 100E engine. I had entered the Edinburgh Trial and thought it best to enter an event prior just to test the car, the Holsworthy "Roger Pole Taw and Torridge" fell on the right weekend, and they are such nice people from Holsworthy.

Travelling down the day before, on recommendation I booked into the New Inn Clovelly, the advice being "park in the visitor centre then it's just down the road"! As I arrived and saw the sign "No car village" or something like that I remembered a visit about 15 years before and the steep path down, undeterred I locked up car and trailer and tottered down to the village.

I asked about breakfast and was told it would be from 08.00 until 10.00, brilliant breakfast at 08.00 wander up to the visitor centre and meet Peter Browne for 08.30 and get scrutineered and sign on with time to spare. Yea right! Turned up for breakfast at 07.40 complete with yesterday's paper for leisurely experience, advised "no breakfast starts at 08.00", not a problem, unfortunately it was 08.24 before I received the meal, bolted it down and staggered up the hill. Peter obviously is on time and had started unhooking the car, we rush around and despite being possibly staying the nearest to the start end up being the last to be scrutineered and sign on. We set off and the driver's side mud flap on the front cycle wings must have dropped off as I am soon plastered in mud!

We are running in class 5 along with the Scimitars, the route card is good, and we find our way to the first section, Cutliffe Lane, as is normal I cannot recall the section, the route card suggests "Sharp bend through gate. Steep climb on loose stones", I still none the wiser, we did not do too bad just losing 4 marks.

Then on to Wemsworthy, first is the Special Test, another clever one, you choose the route that you think is quickest through 3 pairs of cones and stopping astride the line. Peter and I discuss the route, we agree on a system and go for it, I know we have done well as I see the surprised look on the time-keeper's face, looking at the results I see we are in the top 4 on time, not bad for a 1960 1172cc side-valve engine in and 85-year-old Austin 7 chassis!

Then on to Wemsworthy 1 and 3 (2 is only for motorcycles), we are greeted by the Master of Ceremonies for the group of sections, ever cheerful and ebullient Nigel Cowling and his band of supporters/marshals. The first is a windy track on a gradient with sharp turns followed by a grassy climb, I run a little wide on one turn, but the forgiving car lets us run up the bank, evidence can be seen in the brilliant Paul Morris photo which I will get printed and framed. Sadly, we cannot make it all the way to the ends and lose 3 marks. At Wemsworthy 3 we have a restart on a grassy climb, the first part is easy, but we cannot get going on lose 6, lower tyre limits might have favoured us but it's the same for all and a great leveller. We travel to "Devon Yeomanry Butts" which I presume was a shooting range in times gone by, again my memory of the section is hazy, but we clean it, then onto Adrian's Aisle which we clean but cannot recall.

Then road work to Week Vale where the little car performs brilliantly, and we clean it.

In the same group next is "Across the Stream", Peter and I from the comfort (or lack of it) of the car discuss the best line for the start of the section which can best be described as lumpy. I think I have a line and we go for it, we lose 11 marks, the worst performance of the day, but on studying the results I am not alone. With a couple of exceptions drivers are either clean or lose 10/11 or 12, although disappointed I am not alone. A clever section that must be used in future.

Along a track to "Tarzan" which we clean, then "Turn there before" on which we stop at 3. Next is Quarry turn, a steep hill with a restart in an awkward spot, with the minimal Ford Pop clutch I am always fearful of restarts, but we have no problem at all. It is then road work to the lunch stop/compulsory stop, due to our late starting this is quite short. Onto a group for some reason rodent inspired? "Rat Trap" I can recall, dry light coloured soil, we start off well but suddenly get wheelspin and stop losing 4 marks. "Rat Run" is described as "very steep climb on grass", we tear up there and easily make the top. Next in the series is "Mouse Trap", "steep climb among trees", this was a clever section with a real sting in the tail towards the end, we are delighted to make it as far as the 3 board.

We then go back onto the road and make for "Goodburn's Glade", another

testing section with a steep turn on a leaf covered track, again the car goes well, and we are pleased to just lose 1 mark.

This is immediately followed by "Pen Steep" and it is steep, a spirited attempt is made but one wheel dislodges a large stone, we momentarily lose traction and then we have wheelspin and no further progress, we stop losing 6 marks. Then a short journey to the last section "Silklands 2", again I have no memory of this climb, but it must have been good as we lose just 1 mark.

Back on the road and all of a sudden, we have finished, it only seems we have been out a little while. This was a really enjoyable trial that I cannot recommend enough, some of the hills are steep and not everybody is going to see the top of all of them, but they were laid out cleverly and I did not see anything that I was worried about or thought dangerous.

All of the organisers and marshals were delightful and all things being equal I will definitely be back next year. And the rebuilt engine? Apart from an intermittent refusal to start which we both think was a fault with the trigger/sender in the distributor (now replaced and spare carried), the engine ran like a dream, quiet, powerful and with more oil pressure than I have ever achieved with one of Henry's side-valves.

MCC Edinburgh Trial, 2nd October 2021 by Phil Hingley, Triumph 500

In addition to the usual pre-trial nerves, I had two extra things to worry about this year. The first was the fuel crisis. By syphoning petrol from another of my bikes I had enough to get to the new start venue in Lichfield but not much further. What if there's no fuel in Lichfield? And once we got into

Derbyshire, would there be enough fuel to complete the trial? And enough to get home again? What could we do if we ran out?

My other concern was about the new route into Derbyshire. For many years, it's been a simple matter of following the A515 to Ashbourne and the familiar road to Carsington. All change this year: Hardly any use of main roads at all and lots of narrow lanes and junctions to negotiate.

My brother Ian (No. 112) on his BSA B44 and I (no. 113) on my Triumph 500 rode the 60 miles from my home to Lichfield and found petrol quite easily. At the Rugby Club we met up with fellow Class O rider Richard (Suzuki DR350, No. 114) and Main Trial riders Matt (BSA C15T, No.37) and Smiffy (BSA B44, No.38). As we arrived, Smiffy and Matt were fiddling with Matt's ignition switch and were about to depart.

We "signed on" electronically, got scrutineered and had a brew before setting off about an hour behind Matt and Smiffy. As we were about to leave, a marshal told us of a new road closure due to a collapsed bridge. This necessitated a diversion via Whittington; the first of several road closures encountered on route. These must have been a nightmare for the trial's organisers. Prior to the trial, I had plotted the route to Tissington Ford on maps and used Google Street View to familiarise myself with some of the junctions. I then transcribed the route and put it into the rolling route card holder on the bike's handlebars. I was really pleased when we arrived at Tissington without having made a single mistake, unlike several other riders we encountered.

Smiffy and Matt were in the lane above Haven Hill, trying to inflate Smiffy's back tyre after he had let out too much air before the section. There was a long wait at Cliff Quarry because the marshals had been asked to hold us until 3.30 am. I cleaned the section OK, but Ian fell off and Richard lost his way just before the downhill bit and had to foot.

As promised, there was fuel at Calver Sough which meant that we would be able to get a long way through the trial before needing more. The next few sections passed without incident, and I was able to shout a greeting to John Turner who was marshalling at the top

of Haydale. This section is starting to get rougher, just like Putwell 1 did several years ago.

Matt and Smiffy arrived at the Duke of York for breakfast; Matt was a bit downhearted because he had already failed a section and his bike wasn't running well. We decided to top up with fuel in Buxton but the petrol station on the route had none. Luckily, we found fuel at another, so we filled up there.

Next up was a new section at Ladder Hill. A climb on a rough rock bed. Solo motorcycles can steer round the worst of the lumps but those on 3 and 4 wheels don't have as much choice of line. The marshals stopped me part way up to let a cyclist ride down. I restarted and cleaned the section without a problem. The lane above it and the descent to Combs were very rough, as was the lane past White Hall to the main road.

It was quite a long ride to Hob Hay and Brand Top which were both OK and by now we were getting towards the front of the whole entry. Things started to go wrong for me at the stream crossing near Hollinsclough. The front wheel of the Triumph disappeared under the water as I entered the ford. The engine stopped and wouldn't restart so I pushed the bike to the shore and tried again. It still wouldn't start. I drained some strange murky liquid out of the carb float bowl, sprayed the electrics with WD40, then removed and dried the plugs. I kicked the engine over and a cloud of water droplets and steam came out of the left side plug hole! Reassembled, the engine started first kick.

I had a chat with Mark Gregg at Hollinsclough, hoping that in future he would increase the time allowed for the rest halt. 25 minutes didn't really seem long enough to me, especially if there is a queue. He wasn't very keen on the idea. Neither was he keen on my other

semi-serious suggestion of moving the trial to the last Saturday in September when the weather usually seems much better than the first Saturday in October.

By now the rain had arrived and it poured for the rest of the trial. We were all happy to clean Excelsior and there was fuel at Newhaven, much to my surprise, so my fuel anxiety was finally over. My bike got away from me on Clough Wood because I was too far to the left of the climb, and I had to stop. Ian was pleased to clean it for the first time in years.

There was another unplanned detour via Stanton to get to Dudwood 2 which had a new route through the trees. I footed on the tight corner at the top and then fell off on the descent after the section. Ian and Rich also failed this one. But we all enjoyed a nice blast on the special test which followed.

The new section at Old Hall looked impossible. I was one of the first to attempt it and my bike slid away from me again on a greasy left-hander and it charged off into the undergrowth and I fell off heavily. Quite scary! Ian got up it with footing and I was amazed when Rich cleaned it. Well done!

The final section was Litton Slack. I was surprised how much grip there was, and I stormed up but the bike developed a mind of its own near the top and I had to

foot again to steer it between the ends cards. I shot across the top track and stopped against a gate. I felt disappointed to fail it, especially as Rich and Ian both cleaned it.

Ian's bike conked out in a deep puddle on the way back to the finish, but he got it going again fairly easily. We met Smiffy and Matt at the Duke. Both had retired from the event. Matt due to continued problems with his charging system which meant that his bike wasn't running properly. Smiffy had been delayed helping Matt and was a long way behind schedule when he had a puncture, so he decided to quit.

Ian and I rode back to my house, arriving cold, wet and very tired. But at least the rain had stopped. The following morning, I found that my rear tyre had gone flat overnight, and I am extremely relieved that I didn't have to mend a puncture during the trial or on the way home.

The usual thanks to all the marshals – we couldn't have done it without you. And thanks to the officials, particularly to Mark who must have put in hundreds if not thousands of hours to put the event on for our benefit. In the end some aspects worked very well and some less so. But I am sure that lessons will have been learnt and that next year's Edinburgh will be a Classic!

depart on time for the run to the Tissington Ford Time Control.

It is 46 miles, a time of 1 hour 47 minutes is allocated for a complex on road ride. Just a few of the places we went through.... Alrewas, Barton-under-Needwood, Sudbury, Mayfield, Okeover Park, Thorpe and Tissington. On arrival we parked up and had time for a chat before setting off through the ford. Dave Cook was taking photographs at 2am!! Thank you, Dave.

SECTION 1: HAVEN HILL

This is a good warm up section, not too difficult and the first off road of the trial. All gates were manned, thank you marshals for that and then we were back on tarmac for the run to section 2.

SECTION 2: CLIFF QUARRY

Peter Burke was the start marshal as usual. Trick section with a new layout, having gone up hill it turned down again, before a longer climb up again. All taped off to guide the way. Section was dry with plenty of grip and we were all clean. On the road now for fuel. A new garage this year, just opening as we arrive, fill up and a coffee. We all marvelled at the mild/light night. The hills and stars could all be seen. Thank you to Steve and John, great job with the navigation.

SECTION 3: TUMBLETREES

A new section off the B6601. Uphill, a dry track (tonight), a bit of a queue, so time to time to admire the 'tumble trees'. Section not too steep, winding through mature trees. A tricky exit to the road, all clean here. Back for a road run to Middleton Moor.

SPECIAL TEST 1

Start on line A, stop astride B and C, against the clock. This was carried out on a quarry access road. Stony and no mud. My KL250 is a great bike, but it will never cut it on a speed event! No comments about 'the nut' on the handlebars please!! Back on the road for 10 miles, through Peak Forest, Small Dale and on to the next section.

SECTION 4: HAYDALE

Uphill, stony track. Can be difficult when wet, but tonight is dry, just keep forward motion and hang on. All clean here. Road run for 15 miles, through Millersdale is next.

SECTION 5: THE DITCH

Another new section, flat road between two walls, rutted by four-wheel drive vehicles, I take my time and follow the easiest route.

SECTION 6: CALTON

I have been here many times, a long green lane climbing, I could see riders' lights disappearing over the top. I have a re-start here. Can be tricky. I may have stopped before the line, so maybe a fail, but restarted OK, time will tell whether I 'get away' with it or not!

DUKE OF YORK: Breakfast Stop Check in at the car park. Marshal's car, driver's side was the check-in and the passenger's side was the check out. Tea and a bacon bap were very welcome, and it was good to leave in daylight. The petrol station in the route book had run out of fuel, so went into Buxton to fill up, no problem. Leave Buxton on the road to Whately Bridge.

SECTION 7: RAKE END

Quarter of a mile ride down a 'drovers' road to the start. Up hill slope, left, right, or centre?? A bit of each and out through the Ends Boards, all clean. Back on the main road to the next section

SECTION 8: NICK'S GARDEN

Here we met two other riders coming from a left turn in a village called Fernilee. They informed us that this section had been cancelled.

SECTION 9: SHALLCROSS

Another new section. We were waved into a lay-by on the nearside. The section was across the road (with care) to the start. Up hill, left hand bend, steeper to the Ends Boards. All clean.

SECTION 10: LADDER HILL

Apologies, I do not remember this section!! Since breakfast it has started to drizzle. There was quite a bit of off-road after this section.

SECTION 11: CORKSCREW

A short wait at the hold control and then on to the start. Yes, I do have to do a re-start!! I take a wide turn on the right-hand corner, and a bit of speed on the left, and steady for the re-start. I stop in the re-start box, all OK, flagged down,

Edinburgh Trial by Roger Morris, Kawasaki 250G

HEADQUARTERS: LICHFIELD RUGBY CLUB

This is the first time here. No problems at the scrutineering. I'm Roger Morris and I meet up with John Boothroyd and Steve Wildmore. We ride together as a team, 'The Triple Dreamers' and we are still dreaming of a Triple!! This is a great venue for the club, parking, hot food/drink, toilets and fuel one mile away. We

gently let the clutch out, the bike moved forward, no wheel slip and up I went, over rock after rock, drainage channels and mud to the Section Ends Boards. Is the best section on the Edinburgh, compares with Simms and Blue Hills!! Very pleased to get a clean! Then there is a lovely ride up and over The Roaches.

SECTION 12: HOBHAY

High above Leek. In the queue for the section was George Osborn (what a car builder) and Celia Walton (what a competitor/navigator/Triples editor) in the Reliant Special. It is a joy to see as it romped up the section. As I am riding class B I had to deviate through the heather, no problem. Came out on tarmac road.

SECTION 12A: THE RAKE

A walled green lane, mostly grass. Road up the centre, only a slight gradient. All clean. John Boothroyd lives in this area. He is doing a valiant job with the navigation! Thank you, John!!

SECTION 14: BOOTH FARM

Up hill on grass, right hand bend to track, turn left off track onto long grass, right and through the End Boards. All clean. Raining now. On to Hollingsclough Village Hall for a break. Thank you to the village for tea and cake to die for! Time Control into and out of the parking field. Time allowed was 25 minutes, penalty for leaving late!!!

SECTION 15: EXCELSIOR

A green lane between walls, with a very tricky re-start on a corner, on rock and mud. Had a good clean here, the Kawasaki is excellent for re-starts. Ten miles road ride to the next section.

SECTION 16: CLOUGH WOOD

I have failed this section for many years and now it is wet! A difficult right hand up hill turn prevents a look at the bank, so throttle gets me up to the left turn and round bushes. All clean, great!!

SECTION 17: CLOUGH MINE

This and the previous section are in the same vicinity. Start downhill, went for grass bank, continues on uphill, heading for re-start box. I lost the front wheel on wet clay, and that was that!!! Lying on the floor, three marshals to pick me and the bike up and point me to the exit! Thank you, guys, I am OK as is the bike! A 4-mile road ride to the next section.

SECTION 18: DUDWOOD ONE

This is not a section I like. I am tired, glasses steamed up and rain speckled. I set off into the wood, had a look at the state of the bank, turned round and returned to the start. This is the first time I have passed on a MCC section in nineteen years! On through the farm to Dudwood.

DUDWOOD SPECIAL TEST 2

Start on line A, stop astride C and D. Line B is cars only. Will be middle of the road time.

SECTION 20: OLD HALL

A new section, probably not difficult if dry, but now wet, no traction, paddle through a track in a wood, a disappointing fail.

SECTION 21: LITTON SLACK

A challenging ride. The rider in front came back down. After the start I turned right onto the hill, flat out in first gear, turned near the top and out of the gate, all clean, as did John and Steve, great in the wet conditions. Nine miles on road to the Duke of York.

I signed off at the marshal's car. Very wet, roads awash. Numbers removed and in for a drink!! What a great trial with great sections. Miles of challenging green lanes, it must have been rough on the observers from 10am, when the weather changed. After finishing I had a forty-mile ride home. Thank you to all the observers. A triumph for the organisers and the Club, with all the problems they had to face. .

The 97th Edinburgh Trial, – by Ed Wells, car 302, Dutton Melos

With Covid decimating motorsport for what felt like well over a year I really wasn't paying attention after the 2021 Exeter Trial was cancelled. Hence, I missed the email that alerted us to the fact that the 2021 MCC Edinburgh would be running, and entries were open. When I did wake up and enter, I was already 6th reserve so thought I had very little hope of running.

Then I had contact from MCC that said they had decided to run all 6 reserves – so I was in. Unfortunately running 302, which is almost last for the main trial. The Dutton was all sorted and I decided to ask Dood Pearce if he would navigate/passenger for me, and I'm very glad I did as he is a top rally navigator, and that saved our bacon when the going got tough.

My idea of Classic trialling is to drive the car to the event, compete and then drive back. Dood had prepared a lovely route to the start to keep us away from motorways and at 2pm on Friday 1st October we headed north to the Peak District via the borders (Ludlow, Bridgnorth etc.). A lovely four-hour steady run which included a couple of petrol stops just in case the local fuel shortage contagion had spread further north.

We also had a bed booked for Friday and Saturday night, not that we were due to get much rest before we started early on Saturday morning. We ate dinner at a local pub and turned in early setting the alarm for midnight to give enough time for getting to the start, signing on etc. So that was two hours sleep more than usual which did help a lot for the night driving.

By the time it was our turn to head out from the start at Lichfield Rugby Club it was 2:42am on Saturday 2nd (3:01 after the first competitor). Thanks to our late running we were last but one to leave the almost deserted car park - which was a rather strange experience.

Dood immediately had his head down peering at the route through his Poti (*the Poti is a light excluding tube with a large crystal glass magnifying lens and internal bulbs for map reading*) He had already transposed the MCC route for our class onto detailed OS maps, and as it happened that was the very best thing to have done. It took no time at all before I had 100% confidence Dood knew exactly where we were and where to go and even what speed we should be going at. This detailed mapping plus the standard issue MCC route book, belt and braces approach, worked perfectly for the entire event as route markings became a blur in the rain and multiple cancelled hills rendered the official MCC route book directions almost useless.

The first hills and tests came and went in the dark with no real trauma apart from the rather debilitating contortions required to get in and out of the Dutton Melos to deflate then re-inflate the rear tyres after each hill. The Melos isn't normally a problem in the dry, but we were expecting rain, and lots of it, so the foolishly inadequate vinyl roof stayed on the Dutton for the duration.

Starting almost last had made it easier through the night with fewer hills to be climbed in the dark. The rain forecast held off until the breakfast/rest stop at The Duke of York (Pomeroy) but unfortunately thanks to getting every hill's backlog of cars, we were already well behind on time. It's also very stressful when you are being shadowed by the course closer Land Rover. There was clearly no margin for route errors or breakages at all! Everyone else's late

run reflects on your own ability to enter a hill on time. My local Club (Ross & District) supplied the timing for both in and out at the Duke of York. Stuart Harold logged the time in and Richard Andrews, time out. By the time we left the breakfast/rest stop at 10:18 (41 minutes late) and the rain had arrived!

All I can say about the main trial in daylight was that it was the wettest hardest trialling I have ever encountered. As the daylight hours went by, we alternated between being inside the rainclouds on the mountains to heading into the valleys and encountering flash floods and standing water which more than once almost killed the Dutton engine.

My day was punctuated by Dood's unemotional professional narrative - "45 left opens to mile straight - foot down we need to make up time". To which I replied, "I can't see a bloody thing, do you really want to die?" I realised afterwards that Dood doesn't really look at the road at all, he has his maps, and he cross examines the route book occasionally, so he simply feels what the car is doing between hills but hadn't really registered the lack of visibility on the peaks.

Hill 7 (Corkscrew) was cancelled by the time we got there and after another huge delay queueing for Hill 11 (Clough Wood) we were finally told that this and the next two hills were cancelled. At that point we were surrounded by bikes and cars all wondering where to go and what to do (a route book is useless without a map, and most maps were useless having been soaked in rain), Dood and I simply throttled away because he knew where we were going and knew exactly how to get there without the route book, and luckily the water hadn't dissolved the page we needed on the map.

Predictably we were mugged again just before we got to Hill 9. A truck load of

sheep being unloaded on the mountain had created a huge traffic jam of Autograss racers and Trials competitors all waiting to clear the lane and get to their respective venues. The rest of the day was much the same; any time we made up was immediately cancelled out as we arrived at more hill chaos.

The day was topped off by arriving at the final Hill (Litton Stack) to be told that had been cancelled "Didn't anyone tell you", said the marshal! So, we grumbled our way back to the sign off point back at the Duke of York at 17:50 Saturday 2nd October - nearly 50 minutes later than our supposed finish time. We had survived and finished - a small result for 15 plus hours driving, but hey what else would we be doing at our age!

Fatigue was definitely setting in, and in a semi delirious state we meandered our way back to our hotel in the lashing rain. We found the hotel doesn't serve food so were forced back out in the Dutton to the nearest town where we looked to be out of luck for a sit-down meal on a Saturday night. A lady in the British Legion took pity on us and said, "nip to the chippy next door and bring your food back in here so you can sit and have a drink". And that was the best result of the day!

What a trial! What can I say apart from a huge thanks to all those poor marshals standing out in the rain all day waiting for the beleaguered and bedraggled competitors to finally arrive. The worst hill of the day for us was hill 14 (Old Hall), it wasn't much of a hill, more a thread the needle track through thick woodland where the tree roots were all clinging to the muddy surface unable to penetrate the rock below. How we got through that hill without killing the car I have no idea. The car would repeatedly and suddenly turn 90 degrees to the track because of yet another huge root sliding the front or back of the car the wrong way.

We were just pumping the tyres up ready to move on when another competitor emerged in a very sorry state. "Bugger that" he said, "I'm going home, I just hit three trees getting through that!"

Edinburgh 2021, one to forget, if anyone running late got a gold award it must be a mistake. Being in class 7 we had various deviations to work with all of which were impossible by the time we arrived. The moral is never run that late when it's raining, I guess. The best laid plans from the MCC had come unstuck as there was no way around the havoc the rain had caused. And once again - the heroes were the marshals, all supplied by local motor clubs to enable this epic to take place.

We hope you all managed to dry out and got home safely. Thank you.

Happiness is getting up on the Sunday morning, eating a huge unhealthy breakfast and finding a car capable of taking you home. In our case not quite, passenger side rear was flat. No problem at all as the rain had stopped and at least Derbyshire had a bright sunny morning.

CLEE HILLS TRIAL 2022

Yes, its on! A 80 mile Covid friendly route with about 12 proper sections. Classes for two, three and four wheels. Tell your pals. Start and Finish at The Squirrel in Ludlow (SY8 1LP) What3Words ///orange.every.ivory A Travelodge conveniently next door, and Co-op petrol also next door. Signing On and Scrutineering will all be done electronically, but we will have a roving eye checking that vehicles are as they claim!

With the forestry restrictions still not settled, we are running what is roughly the Eastern loop on its own, with some old favourites brought back in, including one that is actually on Brown Clee Hill - (although the event is still called The Clee Hills Trial, we haven't actually used any sections there for about 10 years). The MAC online entries system will again be used (But paper versions will be available for those who prefer....)

Share your drive with a friend. We offer a shared drive system, whereby you can let your passenger drive some of the hills. (not "double driving", one car, one attempt, one score.)

Regulation & Entry Forms available on www.cleehilltrial.info

Edinburgh Trial Class R by Alan Foster

With the +8 engine out for a rebuild and the MR2 brakes being below MoT standard, we had little alternative than to withdraw our entry and see if we could do anything useful, like being the course opening car for Class R.

Mark Gregg gave us an excellent CofC written briefing: pick up the kit at the start which will include the same roadbook as the competitors will be using, marked 1:50,000 maps of the entire route, large staple gun, and 30 or so A4 size correx code boards. Code boards were to be fixed on fence posts on the left hand side of the road and between knee and head height. We should get underway about 11pm, an hour before competitors leave their start, the night time yellow roads being timed at the MSUK requirement of 15mph average speed, so we were assured of a reasonable time buffer.

Somehow some confused messages got through to Mark that we were no longer available to do the opening car role - news to us! Added to that he was also running out of marshals to do the restarts and time controls due to ill health and a fracas in a petrol filling station: tempers tend to fray when fuel is scarce! Our sympathy went out to Mark and David Malin (Chief Marshal) who must have been wondering what on earth they had done to deserve this..

Another crew set out the code boards unfortunately, it seems, without the briefing we had received: feedback indicates boards were not

where competitors were expecting them . . .

Meanwhile we disappeared into the glorious, still night time weather to deal with the first restart test. Class R had only, sadly, attracted 15 entries and only 10 started on the night, including 3 Morgans, which was good to see on a MCC event, given the history of a works teams in the distant past. That done, we moved off to a time control where all 10 competitors arrived, mostly correct to the minute, with the opportunity for a friendly wave to those in the main event who shared this part of the route, but not the time control.

Now daylight and off to a windy hillside for a testing steep restart on a hairpin bend, a real test particularly for front wheel drive cars. Task complete it was back to the Duke of York to hand in cards and the rest of the kit. Rain now began so our sympathy went out to those without full weather protection, but at least it had been a fine night.

Marshalling for Class R was enjoyable - time for a quick chat with competitors and with a small time window at tests and controls, all over in an hour or so then on to a new location. So if you find yourself without a mount at the critical time, or not attracted by a long stint of marshalling in one location, helping to run Class R could be just the thing for you.

Ray Sissins & Julian Ellis, Class R, Ford Fiesta



(Photo by Dave Cook)

Crackington Table 2021

		Tor	Exm	ExC	T&T	Edi	Mech	Tam	All	Total	Best 6	Events Scored
Duncan	Stephens	10.9	6.0	10.8	10.8	11.0	11.0	9.8		70.3	64.3	7
Nick	Deacon	10.6	10.4	10.5	10.5	11.0	10.1			63.1	63.1	6
Nicola	Butcher	10.1	10.2	10.2	10.1	10.1	9.3			60.0	60.0	6
Keith	Sanders	8.0	10.6	10.7	10.3		10.4	7.8		57.8	57.8	6
Charlie	Merson	6.9	11	8.8	9.8	10	4	10.8		61.3	57.3	7
Stewart	Green	8.9	9.0	9.8	7.8	8.0	9.0	3.8		56.3	52.5	7
John	Ramsden	10.2	8.4	9.3	8.5	3.0				39.4	39.4	5
Brian	Hampson		9.4		9.5	10.0		7.8		36.7	36.7	4
Gregory	Warren		10.3		9.3	8.0	8.6			36.2	36.2	4
Aaron	Haizelden	7.9	9.6	7.7				8.8		34.0	34.0	4
Dave	Haizelden	8.0	8.6	5.7				10.8		33.1	33.1	4
James	Shallcross	10.1	10.2					10.2		30.5	30.5	3
Ray	Ferguson		9.4		10.5		7.9			27.8	27.8	3
Roger	Ashby		7.6		9.3	9.5				26.4	26.4	3
Stuart	Holton	9.6	8.4			6.0				24.0	24.0	3
Paul	Watson		10.4	8.3						18.7	18.7	2
Nick	Aldridge						8.9	9.5		18.4	18.4	2
Paul	Merson		10.0	8.0						18.0	18.0	2
Joshua	Moss						10	7.8		17.8	17.8	2
Edward	Wells					7.0	9.9			16.9	16.9	2
Dean	Vowden	9.9	7							16.9	16.9	2
Stuart	Highwood			9.7				6.8		16.5	16.5	2
John	White		7.4		7.5					14.9	14.9	2
Neal	Vile			6.8		8.0				14.8	14.8	2
Peter	Ashford			8.5				5.8		14.3	14.3	2
Robert	Holden				8.3	6.0				14.3	14.3	2
Jonathon	Toulmin		7.4			5.0				12.4	12.4	2
Dean	Partington	5.9					6.0			11.9	11.9	2
John	Charles					11.0				11.0	11.0	1
Jonathan	Ellwood						10.9			10.9	10.9	1
Sam	Holmes						10.3			10.3	10.3	1
Andrew	Rippon				10.2					10.2	10.2	1
Stuart	Palmer	10.1								10.1	10.1	1
Mike	Jones		10.1							10.1	10.1	1
Stuart	Bartlett					9.0				9.0	9.0	1
Adrian	Tucker-Peake					9.0				9.0	9.0	1
John	Bell						6.9			6.9	6.9	1
Brian	Alexander	6.6								6.6	6.6	1
Philip	Aubrey						5.9			5.9	5.9	1
Mike	Wills					4.0				4.0	4.0	1

Navigators Table 2021

		Tor	Exm	ExC	T&T	Edi	Mech	Tam	All	Total	Best 6	Events Scored
Melanie	Oliver		9.0	9.8	7.8	8.0	9.0	3.8		47.4		6
Ben	Gladwyn		10.2	10.1		10.1	9.3			39.7		4
Patrick	Warren		10.3		9.3	8.0	8.6			36.2		4
Nick	Sherrin		11.0	8.8	9.8					29.6		3
Arther	Thorn		9.4		10.5		7.9			27.8		3
Abbie	Jeffery		8.6	4.8				10.8		24.2		3
Mike	Greenwood		10.2					10.2		20.4		2
Dee	Champion			7.5						7.5		1
James	Trainer						6.9			6.9		1
Kieran	Bartlett						6.0			6.0		1
Tom	Aubrey						5.9			5.9		1

Wheelspin Table 2021

		Tor	Exm	ExC	T&T	Edi	Mech	Tam	All	Total	Best 6	Events Scored
Duncan	Stephens	9	3	10	10	10	10	6		58	55	7
Charlie	Merson	3	10	8	8	9		9		47	47	6
Keith	Sanders	8	8	7	9		4	.	.	36	36	5
Stewart	Green	6	7	9	5		6			33	33	5
Paul	Merson		9	8						17	17	2
Dave	Haizelden	8						8		16	16	2
Nick	Deacon	4		5		7				16	16	3
Dean	Vowden	8	4							12	12	2
Aaron	Haizelden	5	2	.	.	.		4	.	11	11	3
Nicola	Butcher	7					3			10	10	2
Joshua	Moss						8	1		9	9	2
Sam	Holmes			.			7	.		7	7	1
Ray	Ferguson				6					6	6	1
Paul	Watson		6	.	.	.		.	.	6	6	1
Adrian	Tucker-Peake		.	.		5		.	.	5	5	1
Stuart	Highwood		.	4	.			.	.	4	4	1
Andrew	Rippon	.		.	3	.		.	.	3	3	1
James	Shallcross	2	1			.			.	3	3	2
Nick	Aldridge							3		3	3	1
Brian	Hampson		.	.		3		.	.	3	3	1
Roger	Ashby				2	.			.	2	2	1
Dean	Partington	1					1	.		2	2	2

2021 Pouncy and Red Rose Bowl National League

		Tor	Exm	ExC	T&T	Edi	Tam	Tarka	Wes	Total	Best 6	Events Scored
Pouncy League												
Tristan	Barnicoat	15	13	15						43		3
George	Godkin	5	4	8	12		13			42		5
Richard	Maddern	14	12				15			41		3
Chris	Barham	9	8	11			12			40		4
Christopher	Barnicoat		7	14			8			29		3
Mark	Bowden	0	3	12	11					26		3
Derek	Walter	7	11			8				26		3
Peter	Browne	0	5	9			7			21		3
Neil	Browne		6	10			4			20		3
Simon	Fillan	0	10							10		1
Kathy	Martin					9				9		1
Red Rose Bowl												
Alan	Wear	10								10		1
Geoffrey	Westcott	6								6		1

FORTHCOMING EVENTS

2022 Draft Dates	Event		ACTC Cars Champ 2022	ACTC Invite	Car and M/C Mail List	Car/Bike Class 0?	Pouncy League 2022	Red Rose 2022
Fri 7 Jan	Exeter	MCC	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Round
Sat 8 Jan	Exeter	MCC		No	No	Yes-Both		
Sun 23 Jan	Clee	MAC	Round 1	Yes	Yes	Yes-Cars	Round 1	Round 1
Sun 6 Feb	Cotswold Clouds	Stroud	Round 2	Yes	Yes	No		
Sat 19 Feb	Exmoor Fringe	VSCC						
Sat 19 Feb	Northern	Fellside	Round 3	Yes	Yes	Yes-Both	Round 2	Round 2
Sun 20 Feb	Camel Heights	Camel Vale						
Sun 27 Feb	Chairmans	Holsworthy		Yes	Yes	No	Round 3	Round 3
Sat 5 March	Derbyshire	VSCC						
Sun 6 March	Single Venue Classic	Stroud		Yes	Yes	No		
Sat 12 March	Herefordshire	VSCC						
Sun 13 March	Herefordshire	VSCC						
Sun 13 March	Exmoor	North Devon	Round 4	Yes	Yes	No	Round 4	Round 4
Sun 13 March	Durham Dales	MECVC Bike only		Yes	Yes	No		
Sun 20 March	Launceston	L&NMC		No	No	No		
Sun 27 March	Scottish	VSCC						
Sat 2 April	Awards Evening							
Sun 3 April	Presidents	Camel Vale		Yes	Yes	No		
Fri 15 April	Lands End	MCC	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Round
Sat 16 April	Lands End	MCC		No	No	Yes-Both		
Sun 24 April	Torbay	Torbay	Round 5	Yes	Yes	No	Round 5	Round 5
Mon 25 April	ACTC Meeting							
Sun 8 May	Yorkshire Dales	A&PMCC	Round 6	Yes	Yes	Yes-Both	Round 6	Round 6
Sun 22 May	Bovey Down	Windwhistle		Yes	Yes	No		
Sun 3 July	Testing Trial	MCC						
Sun 17 July	MECVC Bike Trial	MECVC		Yes	Yes	Yes		
Sun 28 Aug	ACTC AGM							
Sun 4 Sept	Exmoor Clouds	Minehead	Round 7	Yes	Yes	No	Round 7	Round 7
Sun 18 Sept	Taw & Torridge	Holsworthy	Round 8	Yes	Yes	No	Round 8	Round 8
Sat 1 Oct	Edinburgh	MCC	Bonus Round	No	No	Yes-Both	Bonus Round	Bonus Round
Sat 8 Oct	Welsh	VSCC						
Sun 9 Oct	Welsh	VSCC						
Sun 9 Oct	Mechanics	Stroud		Yes	Yes	No		
Sun 9 Oct	MECVC Bike Trial	MECVC		Yes				
Sun 16 Oct	Tamar	L&NMC	Round 9	Yes	Yes	No	Round 9	Round 9
Sun 30 Oct	Kyrle	Ross & District	Round 10	Yes	Yes	No		
Sun 30 Oct	Tarka	North Devon		Yes	Yes	No	Round 10	Round 10
Sun 6 Nov	Bodmin Cardinham	Camel Vale		Yes	Yes	No		
Sat 12 Nov	Lakeland	VSCC						
Sat 19 Nov	Cotswold	VSCC						
Sun 20 Nov	Hardy	Woolbridge	Round 11	Yes	Yes	Yes-Cars	Round 11	Round 11
Sun 27 Nov	Allen	BMC&LCC	Round 12	Yes	Yes	No		
Sun 27 Nov	Neil Westcott	Exmoor		Yes	Yes	Yes-Bikes	Round 12	Round 12
Sun 4 Dec	Camel Classic	Camel Vale	Round 13	Yes	Yes	No	Round 13	Round 13