

EASTNOR CLASSIC TRIAL

PENHALE'S CANNON BLASTS EASTNOR CASTLE

The second of the Single Site Summer Specials was organised by Ross & District MSC on Sunday 16th June in the Woods of the Eastnor Castle estate owned by Major Hervey-Bathurst, by whose kind permission the event was run. The woodlands used for the event are also occasionally loaned to the motoring press for the demonstration and testing of four-wheel-drive vehicles so the pre-event interest in what the sections might offer was quite high. This was a new event in the calendar and attracted a very varied entry, with vehicles ranging from the NTF Cannons of eventual winner Richard Penhale and Stuart Ridge at one end to Pat Doble's Deux Cheveaux at the other.

One or two problems were encountered on arriving at the site as there was no paddock area as such and therefore very restricted room for the storing of trailers, the traffic problems being accentuated by the overnight rain which had caused the clerk of the course to rethink his course, not from the difficulties of impossible sections, but because the access to a group of sections had become impassable. (Although I understand that it was not thick mud that resulted in Alin Penhale's VW Notchback being discovered in a ditch before it had even got to scrutineering!) Eventually the world sorted itself out and the entry divided up to start at various locations. The category B classes - 5 & 6 started in the logical place, at section 1, and went straight into the complexities of a restart definitely not the best way to clear the cobwebs. Although many of those waiting for their turn must have found their stomachs crying in anguish at the sight of Dick Andrews new mount, politely described in the entry list as a Ford Special but emblazoned with the logo "Knickers" across the Radiator Grill and painted the most hideous shade of pink that it has even been my misfortune to observe. The section itself paled into insignificance after such a sight. The second section stopped nobody, probably because Ben Higgins, the clerk of the course, had warned everybody that the escape road to be taken in the event of failing was "on" but only with a run! Perhaps we should have observed that in the afternoon. Section 3 returned to the Restart theme, this time against the watch and for all the classes. An innocuous looking little rise, but it was not quite as grippy as it looked was it Dick? The timing theme was maintained with the Special Test a question of going up a slope back down again and round some trees. Barbara Selkirk seemed to think that a bonus could be gained by knocking down the markers and promptly demolished the lot. John Williams in the Mini Moke put up the fastest time on the test on his way to a class 1 victory and a creditable 18th Overall. Fortunately for Bob Horton failing the test did not incur loss of marks. From there on to Section Four. Keith Vipond summed the state of it for the saloons very well - "I got TO the start line", but for those who managed to drag themselves out of the bog at the start there was a sting in the tail in the form of a sharp lefthander at the top which no one expected and caught all bar the more nimble Cannons. On the next round it was actually quite easy if you knew it was coming. Sections 5 & 6 had been lost to the rain and the marshalls who stayed in bed,

and with those sections, the route marking also seemed to fade away and cars were found to be wandering all over the place. But all found their way to the right place eventually and after attempting two fairly simple climbs, competitors found themselves at the foot of the piece-de-resistance of the trial. A steep climb up between the trees, with 9's and 10's seeming to be the order until the magic was broken with a magnificent climb by Bob Horton, spurred on by his earlier mistake. He then made the error of telling everyone how he had done it with the result that on the following rounds many more people saw the summit.

As tends to be the case with single venue events, the second and third rounds seemed easier as one got used to the course, despite the organisers attempts to make it otherwise so the trial was really decided on the first round with John Williams taking Class 1, Ian Moss fighting off Stuart Deacon for class 2, Brian Bradshaw leading the sports cars home, Keith Vipond being beaten into 2nd place by Brian Reeves in the small rear engined class, Alin Penhale making a welcome comeback from his ditch to take class 5 and 2nd overall with Barbara Selkirk defeating the men in the specials class. Richard Penhales 1600 Mexico engined Cannon never stopped all day to achieve the overall title which wins him the "RUNNER UP CUP". (No, I don't understand either!)

RESULTS

Name	Vehicle	Cls	Tot	Position	O/A	Cls
Richard Penhale	Cannon	6	0	1	-	
Alin Penhale	VW Notchback	5	7	2	1	
Barbara Selkirk	VW Buggy	6	7	3	1	
Bob Horton	Bradbury Spl	6	7	4	2	
Phillip Parr	Bradbury Spl	6	8	5	3	
Mike Chatwin	Dellow	6	11	6	4	
John King	VW Beetle	5	16	7	2	
Martin Webb	Dellow	6	20	8	5	
Ian Moss	Escort	2	29	9	1	
Stuart Deacon	Escort	2	32	10	2	
Brian Reeves	VW Beetle	3	34	11	1	
Keith Vipond	VW Beetle	3	35	12	2	
Dick Andrews	Ford Spl	6	43	13	6	
Phillip Gurney	Austin Seven	7	50	14	1	
Brian Bradshaw	A-H Sprite	4	54	15	1	
Kevin Wear	Escort	2	55	16	3	
Jack Edney	MG Midget	4	57	17	2	
John Williams	Mini Moke	1	59	18	1	
R Ashwood	Escort Estate	2	72	19	4	
J Massey	VW Beetle	3	73	20	3	
Ian Brown	MG Midget	4	74	21	3	
J Williams	Mazda Estate	2	81	22	5	
Sarah Newman	Mini	1	84	23	2	
L Foster	Sunbeam Imp	3	88	24	4	
Rob Baldwin	V.W Beetle	3	88	25	5	
Pat Doble	Citroen 2CV6	1	98	26	3	
S Holder	Triumph Spl	6	148	27	7	
Chris Ridge	Escort Estate	2		Retired		
R Edwards	Escort	2		Retired		
Richard Snow	Stanbury 'TT'	6		Retired		
Stuart Ridge	Cannon	6		Retired		

ENTRY LIST EASTNOR CLASSIC TRIAL SUNDAY 16th JUNE 1985.

<u>NUMBER</u>	<u>NAME</u>	<u>CLASS</u>	<u>CLUB</u>	<u>CAR</u>
1.	J. Edney	4	57 MCC	M.G. Midget
2.	J. King	5	16 S&DMC	V.W. Beetle
3.	J. Williams	2	81 MCC&SODC	Mazda Estate
4.	R. Ashwood	2	72 MCC	Escort Estate
5.	J. Massey	3	73 MCC	V.W. Beetle
6.	B. Bradshaw	4	54 MCC	A.H. Sprite
7.	M. Chatwin	6	11 MCC	Dellow
8.	M. Webb	6	20 MCC	Dellow
9.	R. Banner	3	n/s MCC	V.W. Beetle
10.	L. Foster	3	88 S&DMC	Sunbeam Stiletto
11.	S. Deacon	2	32 S&DMC	Escort
12.	S. Holder	6	148 S&DMC	Triumph Special
14.	I. Moss	2	29 S&DMC	Escort
15.	A. Wear	2	65 S&DMC	Escort
16.	I. Brown	4	74 R&DMSC	M.G. Midget
17.	B. Horton	6	7 VWOC&MCC&SHENCC	V.W. Bradbury Special
18.	R. Baldwin	3	88 R&DMSC	V.W. Beetle
19.	K. Vibond	3	35 VWOC&MCC	V.W. Beetle
20.	B. Reeves <i>Brian</i>	3	34 R&DMSC	V.W. Beetle
21.	P. Doble	1	78 MCC	Citroen 20V6
22.	R. Snow	6	rel R&DMSC	Stanbury 'TT'
23.	B. Selkirk	6	7 VWOC	V.W. Buggy
24.	J. Williams <i>John</i>	1	59 R&DMSC	Mini Moke
25.	R. Andrews	6	43 R&DMSC	Ford Special
26.	S. Ridge	6	rel R&DMSC	Cannon
27.	C. Ridge	2	rel R&DMSC	Escort Estate
28.	R. Edwards	2	rel R&DMSC	Escort
29.	S. Newman	1	54 R&DMSC	Mini
30.	P. Gurney	7	50 R&DMSC	Austin Seven
31.	W. Penhale	5	7 MCC&HOLSWORTHY	V.W. Notchback
32.	R. Penhale	6	MCC&HOLSWORTHY	Cannon
33.	P. Parr	6	8 SHENSTONECC	V.W. Bradbury Special