

RESULTS

Organising Club



TORBAY TRIAL

SUNDAY 10th DECEMBER 1989

SECTION	1	2	3	4	5	6	7	8	9	10
Kings Drive										
Kings Seep										
Kings Junction										
BADDAFORD										
SANDGATE										
SHALDON										
SLIPPERY										
SAM										
FRENCHES										
GOATS PATH										
HIGHER										
SHELLS										

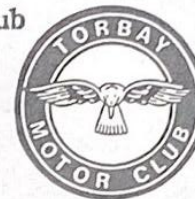
TIPLEY	OLD TOWN	WOOD	SIMMS	11	12	13	14	15	TOTAL	ST1	ST2	Totl	Class Posn	Overll Posn	Award
6	-	-	-	11	18.94	11.56									
-	-	6	-	6	17.80	11.63	29.43	4th							
-	-	-	-	0	18.56	11.39	29.95						1st		TORBAY
6	-	-	-	6	19.09	11.69	30.78								
6	-	-	-	6	F	11.68									
-	-	-	-	5	19.57	F							3rd		
-	-	6	-	6	22.55	12.10	34.65								
-	-	6	-	8	20.70	12.91									
-	-	6	-	18	25.47	13.29									
-	6	6	-	24	26.79	16.62									
6	6	6	-	51	20.06	11.69									
6	-	6	-	36	48.10	36.06									
-	-	-	-	7	24.01	13.56									
-	-	-	-	24											
-	5	6	-	22	23.35	14.50									
6	-	6	-	12	F	14.05									
-	-	-	-	0	23.60	14.66	38.26	2nd	8th						
-	-	-	-	0	22.02	15.31	37.33	1st	7th						
6	6	6	-	42	23.19	13.61									
6	-	-	-	12	28.99	16.18									
-	-	-	-	12	20.11	12.58									BEST TMC
6	6	6	-	73	54.02	14.38									
6	-	6	-	37	23.79	14.00									
6	5	-	-	23	22.61	14.15									
-	-	-	-	0	24.60	11.75	36.33	1st	3rd						
-	-	6	-	22	28.36	16.74									
-	-	6	-	11	22.92	46.73							2nd		
-	6	-	-	6	29.15	15.26							1st		
-	-	-	-	20	22.34	44.45									
-	-	6	-	47	22.67	11.79							1st		
-	-	-	-												
-	-	-	-	25	21.92	13.96	35.88	1st							
-	-	-	-	26	25.92	13.26									
-	6	-	-	25	22.82	13.66	36.48								
-	-	-	-	0	23.62	13.35	36.97	3rd	6th						
-	-	-	-	0	22.44	14.39	36.83	2nd	4th						
-	-	-	-												
-	-	-	-	0	22.17	12.34	34.51	1st	2nd						
-	6	-	-	8	25.60	16.35									
-	6	-	-	8	26.68	13.99									

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SECTION
KINGS DRIVE
KINGS STEEP
KINGS JUNCTION
BADDAFORD
SANDGATE
SHALDON
SLIPPERY
SAM
FRENCHES
GOATS PATH
HIGHER SHELLS

TIPLEY
OLD TOWN
WOOD
SIMMS

No.	Driver	Section	Passenger	Car	CLASS	1	2	3	4	5	6	7	8	9	10
44	RON MACKIE	R. BROOKING	Midget	5		-	-	-	-	-	6	-	-	-	5
45	ROY MALIN	B. RANDALL	SPRITE	5		-	-	-	-	-	-	-	-	-	-
46	CLIVE KALBER	M. RICHARDS	ESCORT	3		-	-	-	-	-	-	-	-	-	-
47	TOMMY KALBER	A. KALBER	ESCORT	3		-	-	-	-	-	-	-	-	-	-
48	WINK WEAR	M. LINFORTH	ESCORT	3		-	-	5	-	-	-	-	-	-	-
49	STEVE ELEY	P. ELEY	ESCORT	3		-	6	-	-	-	-	-	-	-	-
50	JOHN LUDFORD	S. LUDFORD	ESCORT	3		-	1	-	-	-	-	-	-	-	-
51	ANDY WEBB	S. WEBB	ESCORT	3		6	4	-	-	-	-	-	-	-	-
52	BOB HOLLIER	M. HOLLIER	AVENGER	3		6	-	-	-	-	-	-	-	-	-
53	ANGUS STEWART	M. SOUTHWOOD	FORD POP	3		6	6	6	-	8	-	-	-	-	-
55	RON GRIMWOOD	M. CURNOW	ESCORT	3		12	-	-	-	-	12	-	-	-	-
57	PHILIP ROBERTS	R. WILLCOCKS	ESCORT	3		-	2	-	-	-	-	-	-	-	-
58	MICHAEL BANKS	D. BANKS	SUNSHINE	3		12	-	8	-	-	-	-	-	-	-
59	R. WARD	D. COWARD	TOYOTA	3		12	7	11	-	7	-	-	-	-	-
60	ADRIAN EVANS	P. WHITE	OPEL	3		12	5	3	12	-	-	-	-	-	-
61	DAVID MALIN	S. BROWN	AVENGER	3		12	8	6	-	-	-	-	-	-	-
62	JONATHAN LAVER	T. ABBOTS	ESCORT	3		6	7	7	11	-	-	-	2	-	-
63	KEN TUCKER	M. REDSTONE	ESCORT	3		6	6	9	9	6	6	6	-	5	-
64	PHIL TUCKER	M. TUCKER	ESCORT	3		6	4	3	-	5	-	-	-	-	5
65	STEPHEN KINNEY	K. HARDING	ESCORT	3		-	3	-	-	-	6	-	-	-	2
66	BILL VANSTONE	G. TREMIAR	ESCORT	3		-	-	-	-	6	-	-	-	-	-

TEAM AWARD

1st	TEAM "Q"	CARS NO 18	JEFF BLIGHT	TOTAL SCORE
		NO 50	JOHN LUDFORD	24
		NO 27	JOHN TURNER	
2nd	TEAM "M"	CARS NO 14	TIM PEARCE	29
		NO 46	CLIVE KALBER	
		NO 29	JASON COLLINS	

11	12	13	14	15	TOTAL	ST1	ST2	Totl	Class Posn	Overll Posn	Award
-	-	-	-	-	11	24.75	14.34				
-	-	-	-	-	0	19.95	27.40	47.35	1st	10th	✓
-	-	-	-	-	0	24.14	14.29	38.43	2nd	9th	✓
-	-	-	-	-	0	24.67	12.16	36.93	1st	5th	✓
-	-	-	-	-	5	24.47	F		4th		✓
-	6	-	-	-	12	23.52	16.83				
6	-	-	-	-	1	27.45	14.94		3rd		✓
-	-	-	-	-	16	24.69	13.72				
-	6	-	-	-	6	34.75	13.45				
-	6	-	-	-	33	32.35	14.19				
-	-	-	-	-	24	29.19	13.59				
-	6	-	-	-	8	22.87	17.42				
-	5	-	-	-							
-	6	-	-	-	42	32.59	14.82				
-	-	-	-	-	38	F	12.63				
-	-	-	-	-	28	26.14	12.07				
-	6	-	-	-	42	27.66	15.57				
RTD	-	-	-	-							
-	-	4	-	-	27	F	13.45				
-	5	2	-	-	18	35.00	13.19				
12	12	-	-	-	30	26.88	14.15				

TORBAY TRIAL - SUNDAY 10TH DECEMBER 1989

ROUTE CARD

On Marshal's instructions leave Car park and turn L. Follow road for 2 miles where L dp Ashburton/Buckland and SO to fork where R and shortly L at T dp Ashburton. Downhill to Waterturn Junction where R no dp. continue downhill SO at Hele X roads to T where L then SO and in 1/4 mile R no dp to T by Jet Garage where R. SO for 1 mile to T where R dp Buckfastliegh. Keep on main road through Buckfastliegh and shortly past the George Pub R into Timbers Road and shortly 1st L no dp. Uphill to X where SO dp Wallaford /Cross Furzes. In 1/2 mile L at T no dp and in 1/2 mile R into

PETROL

KINGS WOOD PLEASE SHUT GATE
NO SMOKING IN WOODS. MAXIMUM 10MPH SPEED LIMIT

Follow arrows along track to

SECTION 1 KINGS DRIVE

Follow marshals instructions to

RESTART CLASSES

CAT B

2,3,4,5,6,7,8
NO WALKING SECTION

SECTION 2 KINGS STEEP

Follow marshals instructions to

RESTART CAT "B"
SUB-DIVIDED

SPECIAL TEST NO 1

Follow arrows back to main track where L to

SEE INSTRUCTIONS AT
BACK OF ROUTE CARD

SECTION 3 KINGS JUNCTION

At top of section carry SO to main track and retrace track to exit.

PLEASE ENSURE GATE IS SHUT BEHIND YOU

R at tarmac road and SO for 1 mile and R at Cross Furzes. SO for 1.5 miles where R at X roads dp Buckfastliegh. Shortly take L Fork dp Buckfastliegh and SO to X roads where L DP Buckfast. SO to mini round-a-bout where R. SO to T where L A38 Exeter. SO over dual carriageway and immediately into private road and immediate R to

SUB-DIVIDED

CLASSES 1,2,3,4,5,
TAKE LEFT FORK

CAT "B" TAKES
RIGHT FORK

NO WALKING SECTION
BEYOND JUNCTION

SECTION 4 BADDAFORD LANE

at top of section L at tarred road where L at Fridamsleigh Cottage. SO over dual carriageway to T where R dp Ashburton/Princetown. SO for 1 mile (competitors in opposite direction) to T where R dp Exeter/plymouth and immediately L dp Exeter A38/Newton Abbot to join dual carriageway. SO for 7 miles under Drum Bridges round-a-bout and L at Junction dp Chudliegh Knighton/Kingsteignton B3344) Kingsteignton (B3193). At top of slip road R no dp and SO over dual carriageway carry on over hump-backed ridge (care) to grass triangle where R to T where R dp Kingsteignton/Newton Abbot. Shortly L dp Fosterville/Babcombe. Keeping R at junction and R at T by cottage. In 1/2 mile to

SUB-DIVIDED

RESTART CAT "B"

NO WALKING SECTION

5 SANDYGATE marshals instructions to	RESTART ALL CLASSES EXCEPT 1 SUB-DIVIDED
SPECIAL TEST NO 2 L out of gate. SO through village past Sandygate Inn to T where L no dp. L at X roads dp A381 follow road around to R dp Torquay A380 then L onto dual carriageway. In 1 mile L dp Teignmouth A381. L again dp Teignmouth A381. SO for 3 miles to traffic lights where R to cross over bridge. At end of bridge R dp Torquay. Up hill and in 1/2 mile L dp Shaldon Car park. Down hill where L into Holding control. ON MARSHALS INSTRUCTION R out of car park, up hill R at T dp Teignmouth. In 1/4 mile on bend L to	SEE INSTRUCTIONS AT BACK OF ROUTE CARD
SECTION NO 6 SHALDON (COMMONS OLD ROAD) At top of section R at tarmac road up hill and R no dp and down hill to X road where SO to T where L (Ringmore Road). SO for 2 miles to Coombe-in-Teignhead where R dp Newton Abbot. SO to X roads where L (Ridge Road). SO to T where L and in 1/4 mile L dp Roccombe. L at X roads no dp and shortly R to	RESTART ALL CLASSES EXCEPT 1 NO WALKING SECTION
SECTION NO 7 SLIPPERY SAM At top of section along muddy lane to X lanes where SO down hill to T where L dp Stoke-in-Teignhead. In 100 yds R to	RESTART CAT"B"
SECTION 8 FRENCHES At top of section SO to T where L and down track to main R where R. Follow main road for 3/4 mile where L dp maidencombe Village (Steep Hill). Down hill where R at T. SO up rockhouse lane. L to	RESTART ALL CLASSES EXCEPT 1 NO WALKING SECTION
SECTION 9 GOATS PATH At top of section L at tarmac road. Up hill to main road where R and shortly hard L into Claddon lane and immediately R. Down hill where sharp R hand bend at bottom and shortly R to	SUB-DIVIDED
SECTION 10 HIGHER SHELLS Clears: At tarmac road R. Along lane to main road where R and immediately R into Claddon Lane FAILS: L at foot of section. Up steep hill R at T.	SUB-DIVIDED NO WALKING SECTION
COMMON ROUTE SO to Great Hill Cross where SO to T where R. SO for 2.5 miles to T where L down hill to traffic lights where SO to traffic lights at large round-a-bout. Take 3rd exit onto dual carriageway dp Exeter (A380). SO over river to take L exit dp Kingsteignton (A3193). At bottom of slip road L and immediately L dp Kingsteignton. SO to small round-a-bout where SO (2nd exit) SO to mini round-a-bout where SO dp Chudleigh and immediately L. In 1/2 mile L at T. SO for 1 mile to main road where R (by Shell Garage). SO for 2.5 miles to small round-a-bout where SO (2nd exit). SO to large round-a-bout take 2nd exit dp Liverton in 1/2 mile R dp Liverton. SO at X roads through Liverton (care) and SO for 1 mile where R to	RESTART CAT"B" PETROL

SECTION NO 11 TIPLEY

At top of section L along track to tarmac road where L. Down hill to T where L. SO for 1/4 mile where R to

RESTART CLASSES 2,3,4,5

ON LINE A

RESTART CAT "B" ON LINE B

SECTION 12 OLD TOWN WOOD

At top of section along track to hold control and on marshals instruction proceed to

RESTART ALL CLASSES

EXCEPT 1

MIN. TYRE PRESSURE 15ps

NO WALKING SECTION

SECTION 13 SIMMS

At top of section R at X tracks to tarmac road where R. Take left hand fork dp Haytor. SO at both X roads dp Haytor. L at T and SO up hill to finish.

SUB-DIVIDED

RESTART CAT "B"

SIGN OFF AND RELAX!!!

NOTES FOR COMPETITORS

RESTARTS

Stop astride line, on marshals signal restart in own time. NO readjustment of position on line is permitted. Once undriven wheel commences turning the vehicle is deemed to have restarted.

NB Class 1 No restarts.

MARKERS

Hitting markers does not incur penalty except on Special tests where a hit marker will result in a failed test.

SPECIAL TEST NO 1 (KINGS WOOD)

From Line A at start signal by drop of flag drive forward all wheels over line B. reverse all wheels over Line C and forward to stop astride line A. Timed to start at A to front wheels re-crossing Line A. Failure of test will be incurred by:

1. All four wheels not over line B or C
2. Overshooting Line A
3. Hitting markers

Failure of Test equals slowest time plus 30

SPECIAL TEST NO 2 (SANDYGATE)

From Line A at start signal by drop of flag drive forward around bollard and stop astride line B. Timed from start at A to front wheels crossing line B. Failure of test will be incurred by:

1. Overshooting Line B
2. Hitting markers or bollard

CATEGORY "B"

Comprises Classes 6,7,8.

This was the third year the Vowden family together with the Torbay Motor Club have organised this trial in South Devon, and yet again the weather was unkind to what has the potential to be one of the great classics on the calendar. With the sunny Devon Riviera living up to its name, a spot or two of rain would have been very welcome and caused fewer headaches for the club.

The start was at the Moorland Hotel near Haytor which is one of the high spots of Dartmoor, its slopes used frequently during the winter for tobogganning, so to have 60 classic trials machines heading off in various directions across the moor was a complete change of scene.

Various directions, unfortunately was not a figure of speech, as one bewildered driver commented after finally arriving at the first observed section "the route card is great for exploring Dartmoor and falling out with your navigator!"

However, everyone seemed to arrive at the first of two sections in Kings Wood near Ashburton and it was one that cars either drove up like a tarmac road, or failed miserably at the start or restart. Uncharacteristically, the start line claimed Ron Grimwood/Malcolm Curnow (Escort) and Graham and Maria Watton (Peugeot) and the restart Cyril and Joyce Charlesworth (Troll), Graham Greenwell/Carol Jones (Marlin), Gerald and Trish Burridge (Riley), Andy and Sue Webb (Escort) and Bob and Maureen Hollier (Avenger).

The second section in these woods was a little gem, but unfortunately was a 'no way out of the top job' and with classes 6,7 and 8 restart getting highly polished, caused delays of 45 minutes or so with many a hopeful crew failing to defy the laws of friction between rubber and stone.

A three way battle was already beginning to develop in class 4 between Terry and Virginnia Durrant (Imp) , Dennis Greenslade/Tricia Herd (Beetle) and Robert Clough/David Chalkley (Beetle) and this, the second of 13 sections did not spoil their clean sheets.

The first special test followed, a fairly simple, from line A, all over B, reverse all behind C, then stop astride A affair, but brain fade, probably due to the flu epidemic (more about that to follow), resulted in Tony Wools/Kevin Wear (Marlin), Colin and Ann Leach (Bradbury), Adrian Evans/Peter White (Opel) and Phil and Michael Tucker (Escort) "F-ing" on the results sheet. FTD at 17.80 secs was by Ian Moss in the Lypiatt Special, slowest time at 54.02 was David Markham/Richard Miles trying to come to terms with the Marlin, but the car clearly didn't want them to and it showed in the results with their penalties of 73 at the end of the day.

Section 4, Beddaford with its restart for classes 6, 7 and 8 situated cleverly (or cunningly) by a deep hole and amongst those falling into it and unable to do a lot about it were Peter and Paul

Dicker (Troll), Jim and Judy Pearce (Dellow), Pat Harris/Terry Bray (Buggy), Graham Greenwell/Carol Jones (Marlin) and the big Beetle of Roger and Ann Ugalde who were obviously pining for the Fiat.

Sandygate, a steep sandy section through a gate (true) had what appeared to be an impossible initial climb, but it offered so much grip, those who failed were lacking sufficient power, namely the Ford Pop of Angus Stewart/Mike Southwood and the Burlington Arrow of Michael and daughter Charlotte Jones. Providing some entertainment again was the Ugalde Beetle which decided to go its own way and land on top of the 8 marker strategically placed half way up the bank. The rather heated discussion that followed between driver and car was obviously heeded as the remainder of the day they stayed clean.

Following this was the second special test which consisted of line A, line B and a cone but this was sufficient to confuse Steve Strutt/Mandy Davis in the Austin Hilary and Wink Wear/Mark Linforth (Escort) who failed somewhere along the line. Sub 12 second times were recorded by six class 8 specials, David Alderson/Geoff White (Shorty) and Graham and Maria Watton (Peugeot)

A picturesque drive along and across the Teign estuary to a holding control and lunch stop in a Shaldon car park overlooking the sea was very welcome for those suffering from various ailments. It appeared that every other car had a box of tissues prominently positioned in the passenger compartment. The main awards for those suffering the most went to Trish Burrige (flu) and Terry Durrant (Bass!).

The section that followed again claimed the Grimwood/Curnow Escort on the restart line and a further six cars at the restart including the Ron Mackie/Roger Brooking Midget and the beautiful HRG of David and John Uglow.

Slippery Sam was next on the agenda but was renamed Sam on the day as the only points claimed by this old MCC hill were from Ken Tucker/Mark Redstone in the Escort.

Section 8, Frenches, was another main road type climb but section 9, Goats Path was much more of a challenge with the slippery slope of a friendly farmers field claiming the first lost points of the day from Martin and Matthew Jones (Dingo), Steve Strutt (Hilary) and Anne and Jim Templeton (Troll),

Higher Shells was again another good section spoilt on the day by the dry weather but still it caught out a few on various parts of the hill.

The final three sections were situated close together and included two more MCC hills, the first being Tipley with a well placed restart which spoilt the clean sheets of Mark Hobbs/Mandy Ferrin (Buggy), Tony Wools/Kevin Wear (Marlin) and Colin and Ann Leach (Bradbury). Somehow a 12 appeared on the results for Bill Vanstone/Gordon Tremeer in the Escort and they

were obviously so shocked by this, they did the same thing on the next section, Old Town Wood. No-one else dropped a 12 here but the restart claimed the first lost points of the day from Adrian Ball/David Perry in the only other class 6 Beetle (where have they all gone?) along with 12 other competitors in various classes.



The final section, Sims was approached from the slip road following a request from the local Parish Council to avoid Liverton village centre, but this was obviously not the plan favoured by a local farmer who was more than generous with his verbal abuse when he wanted to go against the flow of the traffic in the narrow lanes. However, once there, even the most experienced trialler has adrenalin flowing through the body with the anticipation of what the hill has to offer, and the PeterJames restart placed high on the slab certainly did nothing to slow down the flow, or for the clean score cards of Ian Moss in the Lypiatt, who would have won the trial outright, and Mike Chatwin/Adrian Linnecor (Troll) who would have been second overall. Mike's Troll decided it was time to break a diff, so where better than in front of designer Peter James on Sims restart. This restart clearly suited the two big Beetles as apparently the effortless way in which they proceeded up the hill made the antics of the specials appear rather humorous.

Obviously regretting the decision to marshal instead of competing, Greg Warren decided to follow the competitors up this little gem in the Escort Estate but clearly the car was enjoying its day off and promptly deposited the contents of its diff in the bottom casing just as Greg was shouting "Its too easy this year!"

The finish back at the Moorlands Hotel coincided with the annual luncheon of the Bentley Drivers Club and a fine array of machinery graced the car park. Jim Templeton almost persuaded an elderly owner of a 1931 4.5 litre to lend it to him to take up Sims, but decided against it when the chap wanted a reciprocal drive in Anne's Troll!

The day was generally agreeable to everyone with the organisation, venue and hills as good as any championship round, and even with the dry conditions there were only ten clears. Amongst them was the overall winner Terry Coventry with wife Glenice in the V8 Marlin. Less than one second separated class 8 winners Steve Ball/Helen Whitefield (Fugative) and Geoff and Tim Blight (TKP) while David Alderson piloted Shorty to win class 7. Roy Malin made no mistakes with the Sprite and less than 3 seconds separated the three clean class 4 cars. Clive and Tommy Kalber again ruled in their respective Escorts. Class two was graced with a Riley 9, HRG and an MG TA and only one point separated the three but Gerald Burridge's heavy right foot saw the Riley win by 0.6 seconds from Derek and Simon Pearce's MG.