



# RESTART

*The Quarterly Bulletin of the  
Classic Trials World*

The official newsletter  
of the  
Association of Classic Trials  
Clubs

Volume No: 32

Issue 4, January 2022





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Putwell, 2012 Edinburgh Trial

Putwell, 2012 Edinburgh Trial

Blue Hills 2, 2009 Lands End Trial

*(Photos by Dave Cook)*

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# RESTART Volume 32, Issue 4, January 2022

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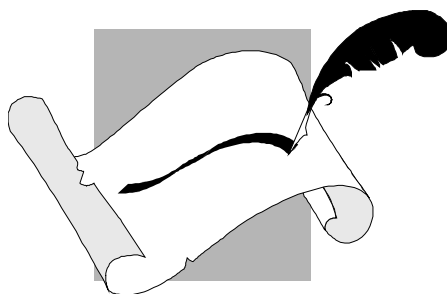
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**FINAL COPY DATE**  
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**25th February**

## EDITORIAL

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**W**ell it's very good to have been able to fill this edition of Restart with current trials' reports and not use any archive 'stuff', as I thought I might have to do...

I hop you all had a good Christmas and that you and you families are keeping well. Times are still not quite back to normal unfortunately.

Thank you again to all the contributors—even Roger Ashby who sent me his Allen article on Christmas Eve, which caused me to add it on Christmas Day!!! I must have been crazy.....!

Also thank you to all those who have purchased a 2022 ACTC Trials Calendar.

Due to Covid restrictions by the Allen Trial finish venue we didn't sell as many as hoped, so there are still a few left. Many of you will know that I have been trying to sell them.... And the final push will be at the Clee Hills Trial. They will be there for sale or collection or can still be posted. A trials photo for each month, trial dates and space for your own notes—what else could you need? And only £10.

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# CHAIRMAN'S CHAT

Well, that sure has been a tough couple of seasons in the trials' world. A big, big thank you to all the ACTC officers who work so hard behind the scenes to keep the trials world moving forward, too all the clubs who allow us to enter their events into the championship, thank you and to everyone who signs up and makes it worth our while for doing this, marshals and competitors thank you.

Once again, the virus has reared up again putting the trials world on standby again, I'm hoping to be standing on the bottom corner of Simms in early January watching you all slither your way to the top, fingers crossed, but one less this year as Pete Cooper made his final climb and will be missed on the side of Simms administering first aid to all those who came tumbling down the hill.

Then we have the Clee coming up with a full entry and reserves in the waiting, we shall hold our breath, good luck Simon and his team.

Just as Myke Pocock has resolved his issues with Forestry England, now he has the



(Photo by Dawn Bewes)

virus to contend with. As it stands Fellside are full steam ahead for Sat 19<sup>th</sup> Feb for their trial in one of the most stunning areas in England, one not to miss.

Looking at the calendar online, I have 10 events pencilled in before the Awards evening, which has been moved to the Fingle Glen Golf Hotel, Exeter on Sat 23<sup>rd</sup> April, the day before the Torbay. I hope to see plenty of you there, although Keith and I will be late, knocking in Restart boards for class 8 and BMWs. James has promised me the results will all be uploaded, so I can start chasing for more in the New Year.

Not sure when this will hit your PC or door mat but will be raising a glass to those who reached their Section Ends. You will be missed.

Good luck to all who set foot onto the hills in 2022 although its customary for the winners to retire!!!

All the best, Dave...

# Sect's Spin

As I sit here writing this Christmas has passed by and the new year approaches. 2021 has been another strange year, however we have managed to get more Motorsport events running than in 2020 and enough Trials to successfully run all of the ACTC Championships. Congratulations go to Duncan Stephens, Nick Deacon and Mel Oliver for taking the Wheelspin, Crackington and Navigator awards, and Richard Maddern and Geoff Westcott for the Pouncey and Red Rose leagues respectively.

The Awards Evening is planned for Saturday 23<sup>rd</sup> April 2022 and will this year be at Fingle Glen Golf Club, Tedburn St Mary. This is approximately 10 miles west of Exeter just off the A30. It will be great if lots of you can come along to the double presentation of 2019 and 2021 Awards. Details for booking will follow very shortly.

It's been good to see those events which have run during 2021 being well subscribed, especially as some events struggled for entries prior to COVID. Looking forward to 2022 there are already strong entries for the Exeter and Clee Hills Trials and hopefully this will continue with a full resumption of events.

As well as the impact of COVID our sport has also suffered from Forestry England

not issuing Permits for events within their woods. The situation is looking more promising with Myke Pocock from Fellside Auto Club having gained agreement for the Northern Trial to run again on 19<sup>th</sup> February 2022. Similarly for Camel Vale Motor Club, Forestry England agreed to meet with Alan Keat at Dunmere Woods just before Christmas where Alan was able to demonstrate that no lasting damage has been caused during 80-year period of Classic Trials in the area. This was acknowledged and constitutes a big leap forward given Forestry England's stance over the last 12 months so hopefully more Trials can resume on their land during 2022.

Well, that's about it from me this time other than to wish you all a great 2022. I'll be marshalling again at Simms on 8<sup>th</sup> January so look forward to seeing some you then.

Regards,  
**Keith Sanders**

**ACTC Secretary**



(Photo by Peter Browne)

# Bike Bits & Stuff

First of all a Happy New Year to you all. I hope you all had a great Christmas and New Years Eve and were able to spend the time with friends and family, here's to a healthy 2022, both physically, mentally and of course a full program of Trials to keep us on our toes. As you can guess I'm writing this before any new restrictions have been implemented after Christmas. It might all have changed by now!

So by the time this comes out in print the Exeter Trial, hopefully, will have been held. I'm planning, at this moment, to get to a few sections to watch the action. I'm also in the planning stages of our Clubs first trial of the year. The Exmoor, which is returning to the moors and some well known sections being used once again. Shhh that's enough info given out.

So what's new with the bikes? The "trial", no pun intended, period for the class B3 bikes went well and gave organisers the chance to put in a few devious, deviations into some sections to claim points off of the riders. It was great as well to see some more classics being ridden during the past year. The Browne brothers, on Triumph Metisses, showing us you don't need modern, lightweight bikes to have a fun day out and Ryan Eamer showing all a clean sheet, on what was a truly hard Tarka on his old BSA B40! I promise never again wish for some rain as the ground was too dry before the event!

2022 brings a new sub class to the sidecars, those with a traditional solo with a sidecar bolted on the side being separated from the purpose built outfit which most campaign. Chair guys, and entry secretaries just remember the D (traditional) and D1 (single chassis/enduro) classes when setting out the regs and entry's come in. It'll be fantastic if we see some more sidecar outfits coming out to play and be competitive in class. Not sure if I'll ever build a BMW 650 outfit again as that was a monster of an outfit! But the Rickman B44 BSA was a nice combination in its day. Definitely reckon I'm going to stay with 2 wheels for the foreseeable and I'll keep improving the C15 to keep her competitive and reliable.

I haven't heard of any new exciting models being released by the manufacturers for 2022, rather some models being dropped. 2 strokes are falling foul to stricter emissions and some bikes are just not going to be produced any more. Unfortunately though, the Government bodies are already talking of banning new bike sales by 2035 ! Not sure how many of us will still be riding by then? Be nice to think I'll still be cocking my leg over a bike, the BSA? Will decent petrol still be available and at how much a litre!

Food for thought eh!

So until I catch you on the hills, stay safe, keep the soles of your boots clean and feet up. Let's ride while we can and keep having fun.

**Chris Barham**

## *In Which Two Complete Novices in The Wrong Car Wing It Round: The MGCC Autumn Taster Trial by Pollyanna Lacey and Stephen Ball, Honda Jazz*

“See you at the weekend then, Pollyanna. Oh, while I remember, there's a Car Trial in a few weeks that's open to total beginners. Fancy it?” “Do What?!?!?” This is how Pollyanna quickly learnt what a trial actually was and, in a moment of weakness, was persuaded to enter. Pollyanna knew her dad would be excited to learn that she was off to dabble with motorsport as he had had success rallying a Ford Anglia, even beating Minis with it, in the 60s. As it turned out he had started with trialling himself, before rallying, so was itching to hear how they would get on.

Roll on a rather substantial amount of paperwork with entries to get in, Competitors' Signing-On Forms to send off, competition licenses to apply for and various regulations to read. Actually, whilst a little tedious all this was more straightforward that it had seemed at first (the Comp licenses took mere minutes on-line), and the secretary of the event, Tony Lake, was always on the other end of an email to field queries.

Car preparation was somewhat less than extensive. Their chariot was to be a somewhat battered 2002 Honda Jazz. Performance was doubled by removing all the bicycles and crap from the boot. Grip was improved by swapping the tyres front to back, thus putting the barely legal tyres on the back and the half-worn ones on the front, driving wheels. Oh, and on discovering they needed a fire extinguisher Steve quietly unscrewed said item from his narrow boat and screwed it to the centre

console. Apart from that they'd have to wing it and hope. One last thing was that Pollyanna was disgusted to learn that Steve's car didn't have a name so the two of them exercised all their inspiration and originality.... and named her Jasmine.

Still very uncertain of the format and what was to come, the buzz of anticipation grew strongly when they received an email from Tony explaining how the day would run and that their trials tutor for the day was to be a certain Jonathan Toulmin. Steve, having grown up around old MGs (there's an MG TC at home) and just having read the C.A.N. May book, 'Wheelspin' was able to bombard Pollyanna with tales of the MG factory Cream Cracker trials team led by Jonathan's father before the war, and to assure her that they couldn't possibly have found a more experienced instructor.

So, they suddenly found themselves bombing up the M40 from a leafy Oxfordshire up to a bumbling Bromsgrove to narrowly arrive just in time for the briefing. What a sight when they rolled up a stony track and round into the trial site; a superb view opened across the sunlit county to the left with vertiginous drops of close-grazed grass between monster bramble clumps. To the first glance of this pair of novices the hills looked utterly unclimbable by any car and quite frightening.... They had much to learn.

There was a concrete track along the top of the escarpment to the parking spot and they trundled along there past, it seemed, every gorgeous type of old trial car that Steve had admired as a boy; a chain-gang Frazer-Nash, an M-type MG Midget, Austin 7s a-go-go, lots of more modern special-looking machinery and at the end they parked... their totally bog-standard, shopping-ready, front-wheel drive Honda Jazz. Trials aficionados will know that the cars

are usually rear wheel drive so that, when you point them up a steep hill, the car's weight acts on the driving wheels for grip. Their Jazz has the opposite, and they were the only front-drive car entered, so they weren't expecting any miracle climbs!

A whistle blew and all drivers strolled over for an important briefing from the Clerk of the Course. He explained the running order for the day. There were 10 tests spread across two fields. The Taster entrants (the total beginners) were to play in the less steep field for the morning where hill number 1 was for Tasters only and was a nice, easy almost straight climb for them to practice on.

Each beginner's car had a dedicated instructor, so they got one-to-one attention all morning. They then met their instructor, Jonathan. What a lovely chap to be taught by. He couldn't have been more patient and competent, and perhaps not a little brave, to let himself be driven over the edge, as it were, by two ignoramuses. Pollyanna was at this stage not at all sure whether she would drive at all or just stay as passenger, so it fell to Steve to make the first attempt at hill number 1. Build up the revs, slip the clutch for more power and away he went, trying to build speed... and stopped, wheels spinning madly, after about 5 yards.

After much very, very gentle, and unpressured encouragement, Pollyanna decided to just have a little go. Jonathan had quietly pointed out Steve's errors and with no revs and no drama Pollyanna simply drove the car at walking pace all the way up the hill for a 'clean' (the term for a perfect climb without touching any marker canes). That proved to be the order of the day with the still dew-damp grass responding better to the softest throttle pressure and little or no acceleration. So went the morning with them taking turns

at the various hills and speed tests, with a stream of hints and tips coming from Jonathan, a for-once welcome back seat driver. Pollyanna drew the line at trying the more fearsome hills in the steeper field.

The hills (or 'observed sections') had been imaginatively laid out across the sharply sloping fields, each being a tricky, winding route all marked out with numbered canes. The canes for each section count down from '12' at the bottom to '0' at the top. At whatever point you scramble to a spinning halt and can go no further a Marshall will decide which number cane your front wheels passed and that will be your score. If you hit a cane, say cane number 8, you'll score the cane below, i.e. 9. If the section seems too easy for some cars, then the Marshalls will put in a 'restart' for everyone in that class such that, just when they are getting speed up, they have to stop between canes marked with a 'R' and try to get started again. So the idea with trialling is to get the lowest possible score and your points from all the sections will be added together to give your grand total.

There were also three speed tests. These consisted of a relatively simple pattern laid out with traffic cones. You memorise the route, which must be followed exactly, from a laminated card. Usually they're a mix of 'gates' which are just a pair of cones a car's width apart, and single cones, and you'll learn which to drive through, forwards, or backwards and which to whirl around which way, all against that relentless stopwatch.

Sometimes the scorer will find that several people all got '0's on every section (or just got an identical score). In that case all their times on speed tests will be added together, with the shortest total time winning. One section, No.2, had everyone start at the top and plunge down, through a brief slalom,

and back up to do a full circuit of one of the huge bramble-thickets. Another, No.3, had them fly up the hill, swoop round anticlockwise to loop back across where they'd just been and then face an extremely tight slalom across a ditch the size of castle defences to find a desperate, climbing scrabble up and round to reach the summit.

Taster routes were sometimes marked differently to make the hills a touch less difficult, but every observed section had a frustrating, interesting, up and down and around challenge. It's hard to express the satisfaction felt when, after failing many hills, at last the car somehow scrabbles itself slowly and painfully between the '0' canes at the top to yield a 'clean'. Pollyanna was gradually getting more inclined to try all of the sections and maybe even compete in the afternoon but then the speed tests really started to get her competitive spirit aroused. These tests proved to be an absolute blast. Very, very fast, exciting, frustrating and addictive.

Speed test 4, for example, had them screech uphill and through a gate away to the left, reverse out hard then whip further up and spin round a lone cone (ooh, that rhymes) then down, into and reverse out of another gate to the right then they had a fifteen-meter straight run, steep downhill, to stop astride the finish gate. Oh, the exhilaration, to absolutely floor the throttle to launch themselves at the finish line and brake at the very last possible split second and rattle to a stop in a cloud of grass and dust that whirled onwards after the car was stationary. So much fun and with a big empty field in case they overdid it and despite it feeling so 'very, very fast' this was all done in just reverse and first gears!

Every nuance of different approach or technique is worth considering on the speed tests as the times are often

extremely close. For instance, if we're reading the results sheets correctly, the fastest time for test 4 was by Mike Authers in a lovely, green round-arch MG Midget. He took 27.30 seconds but in second place was Richard Tompkins in his Hillman Imp just 0.26 seconds slower with 27.56s but then four other competitors barked at their heels with times of 28-point-something seconds.

Bear in mind, as the red mist descends, that although the Autumn Trial gave everyone three goes at each test, on some trials taking the wrong route on a speed test or clipping a single cone can mean a void test, no second chance, and a lost award. So, fast but still perfect, is the ticket in those cases. Steve had a brainstorm and got the route completely wrong on speed test 6. And did so twice! Somehow it all looked different whilst on the fly. Another tip was that trying to do handbrake turns on the wet grass just produced embarrassing, balletic whirling around, and slow runs. The hare-tortoise principle arises yet again.

It was lovely to take a moment and look out across the sweep of the rumpled hillsides and see the brightly coloured ants that were the competitors trickling or roaring, trundling or bouncing or, in the Austin 7s' case, positively scampering up and down and around the hills. An ominous moment came part way through one of Steve's runs at test 4; a distinct clonk was coming from the front suspension. The lunch break gave time to jack the car up and see that everything seemed safe to continue, then relax in the steady sunshine and stroll round inspecting the smorgasbord of trials machinery.

The afternoon competition began and at last Pollyanna decided, 'what the heck', she would be brave and compete after all on all the sections, including the four really steep ones that had so daunted them both on arriving at the trial, and

which she hadn't even attempted in the morning.... Gulp! Well, you know what?!? Their experience had increased enough, and the grass had dried enough, that in the afternoon both of them managed to climb every single section without stopping.

Unfortunately, they had misread the organisation charts and so never even had a go at section 10, so wouldn't be eligible for any official score. Even so, Steve was quite bullish, expecting a good afternoon score for them both from the hills that they had done. The truth in the results reminded him of the canes he had lightly clipped and thought no-one had noticed and he dropped 15 points over the fifteen climbs (5 sections, three times each). Pollyanna got perfect '0's for all fifteen, despite not having driven a manual geared car for ten years, and we trust her dad is suitably proud. She was definitely the champion of the unofficial Team Jasmine trial and both of them had an incredibly fun day and will be looking out for another trial to throw Jasmine at.

Hopefully this article will have explained to any other newcomers roughly what to expect and will have dispelled any last hesitation for those who wondered whether they might enjoy next year's Taster Trial. Team Jasmine might just see you there. Pollyanna and Steve both want to thank the Marshals, some of whom they gather had never marshalled before, for their constant encouragement and sheer darn cheeriness over a long, hard day, especially Vicki and Max on the number 4 speed test.

As a postscript, the suspension clonk proved hard to diagnose but easy to fix. The car had just had two new bottom arms and the bolts had been copper-greased. The rear bolts had fractionally eased so, whilst seeming tight, they allowed the back of the bottom arms to clonk in and out by a couple of mm. After retorquing they did it again, so were removed, cleaned and Loctite for a total cure. It was a non-damaging trial after all.

### *Edinburgh Trial 2021 by Richard Houlgate, Marlin*

**M**ark Gregg and his team proposed a very ambitious offering for class 7 of some 15 sections and 3 special tests, with a new start venue at Lichfield rugby club instead of the rather down at heel Tamworth Services on the M42.

The weather forecast gave a clear but chilly night, but with showers and longer periods of rain moving in from the west from mid-morning onwards.

The rugby club proved a fine new venue, well it would have been but when we arrived just after midnight the promised cup of tea and bun had closed as had all the undercover shelter apart from the loos. Luckily it stayed fine.

We started on our given time armed with instructions to avoid a collapsed canal bridge, finally after a quarter of an hour's confusion in the middle of Lichfield along with several others Mr Google kindly took us to Tissington Ford where we joined a long queue which moved forward surprisingly rapidly, going through the ford we had the benefit of Dave Cook's flash (or was it a speed camera?) and no doubt excellent photo.

Haven Hill was a benign introduction to calm ragged nerves, but not so Cliff Quarry, the class 7 deviation demanded full commitment over a blind crest.

The garage at Calver was a haven amidst the petrol shortage storm. Not only did we fill the tank, we filled ourselves with hot bacon butties, very welcome after the rugby club disappointment.

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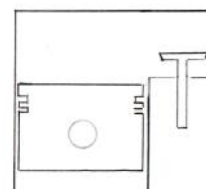
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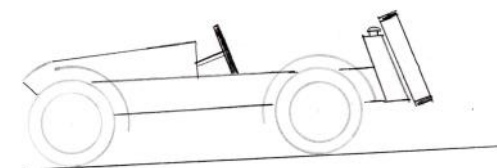


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**Roger Ashby  
I. Eng. MIRTE**



Tumbletrees was rumoured to be rough and routey, we didn't see much evidence of this and exited without trouble on the right-hand side of the track.

There was more confusion finding the Middleton Moor test, we followed a load of cars into a field and had to turn round. Haydale was much as ever and recollections of the Ditch was that it was extremely narrow, care having to be taken to protect the cars paintwork. Calton was, as usual, slippery but a gentle touch took us off the stop restart, more feathering over the crest let us clear the hill. Little did we know that was, bar the last hill, the end of our clean sheet.

The Duke of York did a splendid breakfast which was much appreciated. Swain's test was interesting. At first glance it gave the impression of being complicated but with a little thought it proved to be comparatively easy if taken slowly, although it would have been good to have had the BB CC DD lines marked with the appropriate letter.

While I have always got up Corkscrew (albeit with an involuntary stop restart the first time) I don't like the hill at all as it is so rough. The Marlin could do to be slightly lower geared so the whole thing has to be taken at a rush to avoid stalling. When we arrived, there was a large queue as Classes 90 and 6 were going to join us. After about 30 minutes

### *A very wet Edinburgh by Roger Ashby, Coates Orthoptera*

**A** trial we will all remember and probably be talking about for years for all the wrong reasons! I would imagine that the planning for events this large probably start even before the previous one has run, it needs meticulous attention to

Adrian Tucker-Peake, in his role of travelling marshal, took charge and convinced the section chief to restrict the hill to class 8 only, what a relief!

The class 7 deviation at Hob Hay is a waste of time in the Marlin, I doubt if we would have got up in the dry. The rain by this time had really taken hold so we headed direct for a cup of tea and excellent cake at Hollinsclough.

I have never got off the restart at Excelsior and this year was no exception. In fact, I thought we were going to have to be towed out, it has become unacceptably rough. We then headed to Clough Mine and met Adrian T-P in Winster who told us the Clough Wood and Clough Mine sections had been closed. It was a similar story in Dudwood apart from the special test.

I've done Old Hall with the VSCC, a large queue quickly built up and it was decided to restrict the hill to classes 6, 7 & 8. The hill was an exciting slalom through the trees, with mudguards at risk from the trunks. But then we learnt that the hill we all wanted to do, Litton Slack, had understandably been closed because of the conditions.

It was a pity the end of the trial was washed out and a scant reward for all the hard work that had been put into the event. Mark Gregg and his team have the potential to make a really great trial next year.

detail, the involvement of all sorts of bodies and agencies and a considerable amount of luck. No organiser could have predicted either the extreme weather or the (supposed) fuel shortage (and don't get me going on that one).

I was accompanied at the trial by Alan Wibberley, he is ideal as he and I have done all the MCC events together in the past on bikes so he gets the route card, additionally he is the only person I know who can upload the route onto a Garmin

and he owns one! If the name is familiar, then you may have heard of his son Ben, he has in the past been South-East Centre Enduro Champion, is a top runner in the National Enduro Expert class often finishing on the podium coming to all this via the schoolboy trials route, hopefully a MCC entrant in the future.

So, we leave Kent at 11.00 on the Friday we have a tankful of diesel in the Nissan Navara and every fuel station around us is closed and has been for some days, the Coates only has half a tank as I normally fill up on the way to an event. At the time of leaving, we have not received the route card, shame because I would like to have marked the relevant Ordnance Survey map, Alan however has managed to upload the Garmin route from the MCC website. We get to the Duke of York in good time, unload and head for the start, luckily the garage down the road is open and we fill the Coates up, we know it's a long boring road to the start but crack on.

The Coates will bumble along comfortably at 38/39 mph, I do not want to go any faster after having to rebuild the engine after the John Aley. When although I thought we were trundling along at near 50mph it now seems we were maintaining 69mph for some 30 miles, result partial seizure, I don't want that to happen again. So 38mph on a major road in a small open car with a constant flow of artics steaming by is to say the least intimidating and often frightening.

We get to Lichfield Rugby Club very early, a brilliant place to start the Trial and already the atmosphere is palpable, it's mainly bikes at this point but there is loads of pre event preparation and I expect nerves. We find the scrutineer who happily undertakes the check of the Coates, amazingly everything is still working, and we clear that hurdle, we

find the team with all our sign on stuff which we are given.

We wander into the car park to look at all the wonderful variation of machinery that all our Trials attract, I often muse that the public seeing all these vehicles on the road must imagine it is something from a Mad Max movie. We bump into Nigel Cowling from the West Country, who always seems to be helping out at events we take part in, he is in one of the red BMWs, we have a chat and wish him well, as always, he is a very positive state of mind with a beaming smile. We see Stuart Palmer with his Austin Seven, it seems to have a misfire and the brightness of the lights fluctuate as the engine revs, good reason for supporting the Roger Ugalde proposal to ACTC that alternators are allowed to be fitted in class 2 cars!

Sadly, we hear around midnight that team member Pete Hart has headlight issues, the dip switch has broken, being the kind of guy, he is he has volunteered to marshal at Calton and says he will see us there. About 30 minutes later we hear that Lee Sample is spewing oil out of his Ranger and he has decided not to start. It appears that having got near to the event he was filling up and realised there was a pool of oil under the car, checking it he calculates he is losing over a litre in less than 100 miles, not a way to start any event, Team Inappropriate is not going to score in the Edinburgh!

The club house shuts at 12.00, we return to the car park and mill about, there is definitely not the room to doze in the Coates. 01.37 and we are off, car goes well, and we start the long journey to the first section, lots of "normal" modern cars overtake us on the drive.

Tissington Ford is amusing, and we are not sure how deep the water is, we watch others and follow their line to the right, we are ok, Dave Cook takes a brilliant photo, what a setup he must

Rachel & Tom  
Blake,  
Austin 7 Ulster



## 2021 MGCC Autumn Trial

*(Photos by  
Dave Cook)*

Jim Jennings &  
Anwar Habib,  
Dellow



Graham &  
Richard  
Williams,  
VW Brad Spl



have with his super lighting gear. Then ten minutes away to the 1<sup>st</sup> section Haven Hill, all goes OK and we clean it. Just under 10 miles to Cliff Quarry, we arrive at 4.55 join a long queue and have to wait till 5.50 to attempt the section. I presume a lot of drivers are having an issue on the hill and it is taking time to clear the section. Our turn comes and off we go with some gusto, it is a clever challenging section, but the Coates takes it all in its stride and we clean it, I am delighted. After Cliff Quarry it must have become light as I recall the section in the dark but on the road after it is daylight. Then on to the control on a garage forecourt, we top up and carry on.

Next is the test on Middleton Moor, something like a cross between an Autocross section and a Moto-Cross, as always in this type of test we have fun and cross the line sideways, and we have the added bonus that the wheezing sidevalve engine goes a lot quicker than it looks. I have no idea of the time recorded but the man with the stopwatch was seen looking quizzically firstly at the watch then at the car! Then Haydale, I think I have a video of this as one of only three sections we remembered to switch the GoPro on for, we cruise up with no problems. The "The Ditch", I cannot remember this, but we clean it.

We arrive at Calton and again there is a long queue of cars, most classes have a restart (not for us in class 2) and I suspect this is causing a hold up. Surprisingly we are joined by a large number of "clean" motorcyclists who go to the front of the queue and push in. I presume these are the daylight "Derbyshire" class. We get to the section and forget all about looking for Pete Hart to commiserate with him, we attack the section with enthusiasm, and we are through it.

We arrive at Duke of York for the breakfast stop, all is well, and I learn that a "Cob" is a roll, where I come from it's a

crusty loaf! We enjoy our break; we are sitting with Simon Woodall, and he is experiencing the early stages of problems that will eventually cause him to retire and endure the issues of recovery later aired on Facebook! I now presume also sitting with us was his passenger Andrew K Brown, shame if I had realised there is so much, I want to discuss with him, in particular Marlins! Suitably refreshed we leave heading for Swains Extra Special Test, very amusing and a complete change from other MCC things that I can recall. We thoroughly enjoyed it, it was challenging and at the time of writing I have no idea of how we scored.

We get to the petrol stop and see that all the pumps are closed off and there are a number of competitors experiencing the same thing. From the condition of the route book, I am now referring to I presume that this was when the torrential rain started! We then trog on to Ladder Hill again I cannot remember the section, but we clean it. Sadly, after this is where we experience problems with both the route book and the Garmin, we have great difficulty finding Hob Hay but again we clean it.

Then on to Brand Top, I still cannot recall whether it was Hob Hay or Brand Top but at one of them we are greeted by the ever-ebullient Simon Robson marshalling, all we can see is a yellow apparition with a face poking out, the rain is running of him, and he has obviously been in this appalling weather for hours, again a stalwart of motor sport. We clean the section and press on.

We have great difficulty finding Booth Farm and meet one competitor who has been driving round for an hour looking for it. We find Booth Farm and are greeted by the stentorian voice of Claire Oakes, yet another of those motor sport supporters, out nearly every weekend in all weathers standing around so us loonies can enjoy ourselves. Also on the

section is husband Keith who is directing operations of the recovery vehicle. We attempt what is now a very waterlogged muddy section and we do not get through it. We then realise it's only for classes 3, 4 and 5!

On to the time control at Hollinsclough, we are very wet, cold and bedraggled by now, but the Coates is performing excellently, we have a hot drink and some brilliant cake dished out by those wonderful people of the villages who the MCC always seem able to convince to help us. I hope they have made some funds for whatever it is they are fundraising for.

We make our way to Excelsior, where we do not have a restart, I do not recall this section from bike days but have heard rumblings in dark corners of its severity. Duly chastened we blast up the section and see that the surface is that ridged almost slate like rock, which water is flowing down, the little car bounces around but gamely we make it to the top, this is probably the section I am most pleased to get through at this point in the trial.

Annoyingly the exhaust which in the last few miles has been blowing now starts to sound more serious, off with the bonnet and the exhaust manifold clamp is hanging off and one bolt is missing. We are joined by the course closer who finds a bolt for us, and we fit it. He tells us that Clough Wood and Clough Mine have been closed due to flooding and the next section to do is Dudwood. We ask if there is a direct route, and he advises us to follow the route to the Clough's then onto Dudwood.

We have concerns over fuel as we had not been able to fill up at the scheduled stop, but the route book advises a ¼ mile detour to another filling station, we make the detour and fill up. We then follow the route to the Clough's but get to a road closure in Birchover, a quick recce by Alan confirmed that this had

obviously been in place for many weeks and there was no way we could "squeeze" past it.

Out with the Ordnance Survey map (waxed obviously) and we work out a detour to Dudwood, disappointingly when we get there, we see another competitor who is waiting for recovery who tells us that the section was closed by the course closer some 45 minutes before. This is annoying as we had been following the prescribed route and had not been overtaken, not a lot to do now but to go straight to the finish.

We are disappointed not to have a crack at Litton Slack in the Coates, one of those iconic hills that feature in the history of trials, I may have done it on a bike but cannot remember but definitely have not tried it in the car and would have loved to have been given the opportunity.

However, I understand that whilst the section was open very few of the early cars could get through it and although I have not seen the results at the time of writing it has been suggested that class 8 cars were having difficulty. On reflection although we were disappointed at what had happened, by the following day Alan and I were laughing about various aspects of the trial, and the car, I doubt it has ever gone better getting up every hill that we were meant to attempt in class 2.

The event will be remembered for many years, I think that last time I competed in similar awful weather was around 20 years ago in the Edinburgh on Ruth's KLR! Is my enthusiasm dented, not all I have since returning entered both the Allen and the Exeter, Team Inappropriate is running in the Exeter and we are hopeful of a better result?

And finally, just a big thank you for all those marshals and officials who endured such appalling weather for the event to carry on.

## *The 2021 Edinburgh Trial by Pat Toulmin, Suzuki X90*

**P**reparation for the 2021 Edinburgh Trial involved an important issue for Jonathan. It was fairly easily solved ... and perhaps he should have done it sooner?

Because our X90 is not on the tyres that Suzuki intended, ie they are a little larger than standard, the trip meter is no longer accurate and Jonathan realised that this could cause quite a problem on this event, with all the very small distances he could see in the online route book. Also, the trip meter is very difficult to see and to press the button to reset it, so he decided to buy a Brantz rally trip meter. We had to go to Macclesfield to purchase it (a nice trip out) and it took some sorting out to fit it to the car, but it was well worth it. Situated on my side of the car, so that I could operate it and very visible to both of us it really helped. Comparing this to the mileage on the car's trip meter showed how inaccurate the latter was.

We left home at 23.30pm and arrived at the start at the Lichfield Rugby Club at 12.35 am. I think it is a good venue. Plenty of space for parking and the pitch lights were on which also illuminated the carpark and so made things very easy to see. We were running with our friends the Bransons (Tony and Hal) in their Marlins. Scrutineering was straightforward for us, but Hal had a problem with his windscreen washer. He needed a pin to clear it and didn't have one, but luckily, we were able to lend him a safety pin.

My good comments about the venue need a slight adjustment here..... for some reason there was no food available, although it had been promised. (*Apparently there had been food earlier on*) We had gone to bed after lunch to have a pre-trial rest and had decided not to have a meal before

leaving, so I didn't have any food until 8am at the Duke of York Time Control. That was over 19 hours without food! Good for the figure though!! (Jonathan did get a sandwich at the Time Control at the Petrol Station at Baslow).

At the start We had a brief chat to Adrian Tucker-Peake, who had a rally plate as downforce on his MGF! He said that he had spent more time before the event on trying to sort the route instructions than on preparing the car!

We leave the start 4.05am. There was a penalty for early departure and a good clock system to make sure people left on time. There was another Time Control at Tissington Ford, which was just before the first section, Haven Hill, where there were about 10 cars in front of us in the queue. We clear OK. A road closure here is due later in the day, so we are all pushed through to the second section, Cliff Quarry, which results in a very long queue here. We arrived 50 minutes early. When our turn finally comes, we clear OK.

The Baslow Time Control is next.... But there were no marshals there! Also, the only loo in use is the staff one, so a trek through shelves and packages etc was required to get to it.

Middleton Moor Observed Test was next, and it is beginning to get light. We do the test OK and by the time we get to section 3, Haydale it is properly daylight. Surprisingly there was one bike in the queue – he must have been running extremely late. The queue here moves quickly and we clear the section OK.

Priestcliffe section is next and there is a very bumpy track, called The Ditch, on the way to the section, with very scruffy tarmac, that obviously hasn't been repaired for many decades. The section is very similar to this and is very long, but almost flat. The only problem was that it was very narrow in places and

extremely bumpy. We notice that we are only behind Hal, what has happened to Tony?

There is only a small queue for Calton. The section is not steep but is incredibly slippery. Here we are behind Roger Ashby in his class 7 Coates Orthoptera and indeed we have been behind for a few sections. Here Jonathan lets more air out of his tyres. Up to now he has enough to run on the road, but now will have to pump them up. Here, car 233, Dexter Blain in his Jago Jeep is having engine problems, with his bonnet up, but he lets us past. Pete and Carlie Hart are marshalling on the restart. Pete was a non-starter due to mechanical failure in his Marlin, and very kindly offered to marshal instead. Unfortunately, we fail the restart – we almost made it but failed by about a car's length.

Next is the Time Control at the Duke of York hotel and food!!! The breakfast is good. Stuart Harrold is manning the control in his car but complains that he has only been given 1 clock and no batteries, so he is having to run the engine to keep it going. We have our breakfast with Derek Reynolds and his new bouncer, who is Rhys Nolan, from New Zealand and a real car enthusiast! He has competed at home in various rallies but has never seen anything like a British Classic Trial before. We have a good chat about the Isle of Man classic trial that Jonathan organised all those years ago.

Swains Extra Special Test is next, and it looks like it is a Go Kart track. The course is marked out by dozens of lines and looks quite complicated. There are lots of forwards and reverses. Arthur Vowden is marshalling here and looks after both the start and finish lines. We are behind Hal and see him break the Marlin's suspension on the startline. Such a shame and he has to wait for recovery.

Corkscrew is next and it is beginning to rain. On the way we pass Jenkin Chapel, the real chapel that is, that gave the original name to this section. While we are in the long queue for the start several bikers in the 'Derbyshire' class go past on their way to the section. The Derbyshire class is described in the program as: "This class runs entirely in daylight yet attempts many of the Edinburgh's iconic hills from yesteryear, as well as brand new class specific, motorcycle only sections." This section is cancelled just for X90s!

Hob Hay is next, and it is very muddy. We watch an X90 fail, but we manage OK. There are quite a few X90s running together here – probably as we got sent away from Corkscrew! It is now raining quite hard. So, it's off to Booth Farm and it is even wetter here. Jonathan says it's 'not a proper trials section', because it is on grass!! We watch quite a few of the X90s fail + one getting up. Jonathan tries to let down his tyres more but gives this up due to the rain! We then fail the section but get a lot higher than most of the others – thought we were going to make it!

Next was the Hollingsclough Control, where we were allocated no more than a 25-minute stop. This resulted in quite a rush to do everything necessary. We arrive at Excelsior with only a few cars in front, but we have to wait at least 20 minutes before attempting the section, which we clear OK and the restart.

We clear Clough Wood OK, the start marshal told us to use full power – so Jonathan did, and we clear with no problems. and then it is Clough Mine. We see some bikers here, who must be very late. We see one of them unfortunately fall off on the downhill section. Here we chat to car 254, who is doing his first event in an X90. He told us that his first Edinburgh was in a KA. Also, he told us that he lives in Bromsgrove – bit of a coincidence as

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that is where I went to school and Jonathan had a flat there, when he worked at Longbridge. We fail this after the A Board. We had plenty of speed but go off the track both left and right! We get a tow out, which leaves the X90 covered in mud.

Here Gillian Chatto tells us that the road is closed, so we have to go the 'old' route to Dudwood, which luckily is still in Jonathan's memory. We notice some bikers following us..... The rain is now clearing off some of the mud and we arrive at Dudwood 5 minutes late. Jonathan cleans the mud off the competition numbers with a sponge.

The Dudwood Special Test is 'Straddle B, back over B and Straddle D'. The finish was spectated by a group of young ladies, who were having a great time in the rain!

On the way to Section 12, Middleton Old Hall the route book is a little strange – it

was definitely not half a mile from the last house in the village. We have to turn round to find the section, as do several others. There was a queue, which was made worse by two vehicles having to be rescued. The Marshall gives us advice that it is very slippery and he tells everyone to put their tyres to the lowest possible pressure – so most do! We were running on 13psi, but now Jonathan puts them down to 9psi. We had a small wait while some cyclists rode the section and then we failed it. The return road had some very interesting scenery.

Litton Slack was cancelled, so it was off to the finish at the Duke of York.

I felt a lot of camaraderie on this event, with people really seeming to just enjoy the day, and I think there were quite a few newcomers to our sport.

Hope we see them again!!

### ***Well, what can I say about this years' Edinburgh? I'll have a go at it :) by Kathy Martin, Honda CRF***

I rely on receiving the route book in advance as I simply press enlarge on the photocopier at work (I am at that job only 2 days per week) then I stick it together and write my instructions all over it for the exciting trial ahead. One end is sellotaped into the route holder box on my handlebars, start turning the dowl, until all the paper has been eaten up, Sellotape the other end and boom. Lid on and job's looking good.

I don't own a computer or printer, I don't and won't do online e banking, so basically my future's screwed. Self-inflicted, no one's fault, but that's just me.

Mark from the MCC very kindly sent me a route for the trial in the post 4 days before the event. I was delighted, felt spoilt to bits. But sadly, it was for cars, not bikes, so 2 days before the trial (after waiting and assuming my route would arrive as it always had) I had a sinking feeling in my guts that I wasn't destined to participate this time. To be honest, with lack of tactile information through the post, I hadn't even got excited about the trial. My bike was still buried under his blankie next to his radiator in his den, where he had been resting since 2019.

Pat Toulmin, a lady called Sarah and Phil had all tried to help me. But I was at a loss due to not having computer or printer access. So, I booked an appointment with a local Tech company. They logged into my emails at their premises, downloaded and printed the route off for me, another 15p per sheet, 44 sheets, for a route I'd prior paid the

club for! It wasn't about the cost, the 20-mile round trip, the time, it was about lack of inclusion with one of the best events the UK offers, OK the MCC offers.

I adore receiving my MCC A4 package well before the event. I'm like a child on her birthday, just waiting for the postman. I love reading the awesome Triple magazine that Celia Walton produces, I love laminating my numbers that arrive and sit them in my front room, looking at them with pride, cos I am proud to be part of these awesome events. It also feels so wrong, me riding a bike. How much I enjoy it I think I should have been born a male, but there. I'm defo female as many of us girls just love to sniff the petrol! And I'm one of them.

And the competition numbers? I have the 25-minute performance trying to fix them onto the rear of my bike with copious amounts of duct and double-sided tape. Yes, I make a meal of it, but I love it. You would not believe just how many times I pick up, open, put down the programme. I love the feel of it, it means a lot to me, the excitement starts to grow, and I'm a relative newbie to your sport. But I'm a tactile kind of girl, and just love getting me hands on it ;)

Once I had the route passed to my hand, my heart sank. It was printed horizontally. There's no way that was fitting in my route holder. It felt like being given a delicious piece of Victoria cake, just like that at Hollinsclough, or at the top of the section called Angel Steps in Devon, but not being allowed to eat it, 'cos its poisonous. A swearword sprang to mind. But I bit my teeth. So, I went to the card shop and bought another roll of Sellotape, because I knew I'd be needing more this time.

So, after work, into the early hours of the morning, I was cutting, sticking and getting cross, almost crying trying to

make the route fit in the route holder. I succeeded, but the trial just didn't have the same meaning. It felt like a chore, and the build-up before I leave home normally feels incredible. But this event was the polar opposite.

While I was prepping, my mind wouldn't chill. I'd read the MCC's comment about not wishing for many golds to be achieved. I was struggling to accept that perhaps the intention was to 'catch the majority out'. Or maybe I had interpreted that incorrectly. Then to work out the times, and the best part, colour in my route with my own little system.

I was told we collected the numbers at the start. That wasn't going to happen for me. For one simple reason. I can't carry the route book on my person. I only have a pocket. If I arrive at the start with a wet bike, my numbers won't stick to the bike. So, I made the decision to make some numbers myself. I had a few numbers I'd used previously and taken off after some trials. So, I cut them up and made the numbers. They looked pants. But at least they were done.

The day before leaving I dragged my lush bike Humphrey out of his den. When the seat was taken off, my eyes widened, quickly followed by a frown at the surprise inside his airbox. Humphrey who had sat still chained up since 2019 had been housing a little friend who had made use of the airbox as a winter feed store. This little tacker had found a place of quality and hadn't nibbled anything. Probably felt like he was laying on a hypnos mattress!

Once you see that you start thinking omg, this really wasn't meant to be this time. Get this, I didn't even know where the start and finish were. I'd assumed the start was Tamworth. My attention to detail was diabolical. Thank goodness for top Teammate Phil Sanders. That poor man. The week leading up to The Edinburgh his shoulders widened

## Edinburgh Trial

by  
Dave Cook

Tom Henry  
O'Connell & Paulo  
De Sousa, Class  
D Husqvarna



## Tissington Ford

Thomas Hunt &  
Paul Kavanagh,  
Class 0, MGB

Paul LeCornu &  
John Rickard,  
Class R  
Volvo 66



## 2021 Allen Trial by Dave Cook

On John Walker

Mike & Oliver  
Wall,  
Class 2  
Austin 7

Roger Ashby &  
Lee Peck,  
Class 5  
Coates  
Orthoptera



Nigel & Anne  
Webber,  
Class 6  
VW Beetle

# 2021 Allen Trial by Dave Cook

On John Walker

Dudley Sterry &  
David Price,  
Class 7  
MG J2



Les Rayfield &  
Mark Stone,  
Class 8 Freestyle  
Funbuggy



Barry & Anne  
Redmayne,  
Suzuki X90



# Edinburgh Trial by Dave Cook

On Booth Farm

Andre Berry &  
Alison Daniels,  
Class D  
Wasp Outfit

Alan & Jane  
Bee,  
Class 5 MG  
Midget



Nick &  
Lorraine  
Gibbs,  
Class 7  
Marlin

further. To carry my dramas! "Don't worry Kath, I'll get us to the start" (nowt new there then, that man always takes the helm and steers our ship)

Talking of Phil. I'm one lucky girl. He has had serious and complicated health issues during 2019, 20 & 21 but he's dug deep and pulled through. His aim was to be well enough to get around The Edinburgh Trial. Well, he not only got around, but he smashed it, getting himself a Gold Medal. I am so, so thrilled for him. Massive congrats to his wife Paula for nursing him so well, 'cos without Phil at the helm, our ship would sink.

Well, what a lot of work goes into these trials. The lovely people at the start table looked a tad troubled as Phil's numbers were not there. That irritated Phil as he would have done what I'd done if he thought that may happen. "Don't worry Phil, we'll make you some"

With time ticking away all too fast, Phil made his way to the start Marshalls with numbers on his bike that looked like his 3-year-old granddaughter Lilah had made. And the adventure was about to begin.

As we were about to start, a man said, "that bike in front has (pointing at Phil) your number on it". And sure, enough he was right. So, after a quick conversation with said man, the numbers were removed and then put onto Phil's bike. What a roller coaster in the dark even before we had left the start.

Just as I am about to leave to start The Edinburgh Trial, a man tries telling me about a landslide before section 1. And "don't follow the route"..... What next! I thought. So up the road I pulled over. Had a chat to Phil who knew nothing of the landslide. Oh great. This is going to be interesting. We rode up and down a road with a bit of head shaking going on,

and then I saw trialling stalwart, Celia Walton. Let's follow her! She will get us there. And yep, sure enough she did. So, thank you Celia and George, you absolute beauts.

One thing I learned while out on my bike this time was this. I thought I owned a Belstaff jacket. I've had it absolutely years, its full of small holes but fits like a glove and feels like your favourite pair of dog-eared slippers. While riding the zip regularly comes undone, making me feel numb with the cold and once the rain hits, well if you know you know. To be honest the zip undoes the whole trial long, but trialling without it wouldn't feel right. But it's a cheaper Belstaff copy and I can't find that the company exists. They say you learn something new every day.

With Hollinsclough Time control being of great importance within Phil's' resume, in style, Phil got us there on time. Attempting to take a chill pill, drink coffee and stuff cake, there was a guy there who was pansying around, clearing up, caught my eye as he was faffing about like a mother hen.

In my scatterbrain style I'd left my helmet the other side of the room from where I was sitting. The guy lifted it up "whose is this"? he called. I smiled and he brought it over. I asked him why he was busying about so much in the hall? His reply was "I'm trying to fit in with the locals".

He has bought himself a home there. Moved from London. He has buried his electricity cable and sorted his cesspit. It all seemed really important to him, but I didn't understand why that would make him feel so good. But. He said he was from London. So, I asked him, "Are you rich"? I think Celia Walton spat some of her tea across the table in front of her. She commented from across the room, "Tact and diplomacy as ever Kathy!"

My reply, "I haven't got time to tip toe, we gotta go in 10 mins"! Celia smiled, the man said that "well yes, he didn't need to work anymore and was able to retire early." I got the answer I needed from the question I had asked and went onto the rest of the trial thinking I need to change my job! Ha-ha. You all know I can waffle on, talk a load of old rubbish, but this is meant to be a report about The Edinburgh Trial.

### The trial

Well, we turned left and right a lot. I was Phil's' trailer for the whole trial, I stopped at the wrong restart on Excelsior. The irony was, although I was completely useless with the road book, when we were at sections I was like a right old nag. Phil, yellow restart.... yellow. Or Phil, NO restart, straight up. I sincerely wanted him to succeed. And what do I do? Tell him yellow restart and I stop at the red, the wrong one! Not made a mistake like that before, and I wasn't even cross. It was one of them. You gotta make mistakes sometimes 'cos you're human. And if it wasn't that mistake it would have been something else.

So, I'm sorry Humphrey, cos you were ace for me as always, but I did give you the opportunity to do 2 restarts on 1 hill, I don't think any other competitor gave their steed the extra opportunity to shine like we did, and you cleaned both my friend!

The trial was different, from the weeks beforehand to the day itself. It was lush being able to top up his oil, check him over, fuel and lube him up back at the van at the halfway halt. A few sections cancelled and a few restarts cancelled made the trial a lot easier than previous years. But if it wasn't for Phil, I wouldn't have made the finish. So, our Silver medal is because of you. I'm keeping it, but just want you to know that you got it for us :) So thank you fella.

Roll on 2022 and the MCC Trials. The sky for most of the trial was orange, which was weird. Phil told me it was due to the reflection of streetlights. Ya don't get that at my neck of the woods. See you out there, and thanks to all of you who made The Edinburgh happen.

Muchas Gracias Amigos, K & H out X

## Launceston & North Cornwall, 74<sup>th</sup> Tamar Trial by Dave Haizelden, Reliant Scimitar

Sunday 17<sup>th</sup> October 2021 saw us all gathering at the Proper Ansome café for the start of the Tamar. 70 competitors made up of 17 bikes and 43 cars were greeted with fine sunshine and not a cloud in sight, and it was good to catch up with Bob Slatter on the signing on desk.

At 9.38 we were on our way with Aaron following behind to go to Eastcott Down, the first section. A restart for classes 7 and 8 on a tight left-hand bend overseen by Dick Bolt, only a couple of failures here including Ian Facey who wiped out

the markers. Off we go to the next section.

Lew Wood 1.

With a lower restart for classes 5 6 and 7, Championship contender Keith Sanders came to grief here, as did the white Scimitars, but the green Scimitar sped away to an easy clean. Duncan Stephens took an early lead in class 8, with the only clean. Charlie and Jack gave the Ford Special a good work out and blew the rocker cover off the engine, don't tell dad!

Lew Wood 2.

This was very dry with most cleaning, but the hardest part was negotiating the exit route. With The Ramps cancelled we moved on to Allerford Steep, which surprisingly caught out Ben Tonkin in

the class 6 Beetle, who dropped six points by forgetting to stop at the restart. Xanthia were you asleep in the back?

Section 6, Lee Quarry.

A deviation off to the right in amongst the trees, wreaked havoc on most score cards, with Duncan dropping his first score of 3, but Charlie Merson along with Jack Selwood managing the only clean - two future champions in the making. Yours truly had a credible 4, gaining back a couple of points on Aaron.

Next up was the fearsome Angel Steps. With a note in the route card giving a 5 as the roughness category with 1 being the smoothest. Surprisingly most of the class 8s restarted OK, including Charlie Merson. Past videos show his dad spending half an hour on the restart, some say they can still hear Paul on the hill! Phil Parker in his super-charged Escort, let fly at the hill, hit the first bump, dropped into the second hollow, took flight and hit the bank and tore off the track rod and mounted the hedgerow, ouch, retirement for Phil. With the lunchtime halt moved there were no refreshments this year at the church hall.

Harts Lane, Section 8.

Unfortunately, this was cancelled after a Marlin got stuck on the section.

Section 10.

The famous Park Impossible, which was impossible for all class 8s. After a gentleman's agreement that they would all stay on 16psi. Phil and Fran did get off the lower restart for a clean, only matched by Ian Facey off the higher restart, well done you two, were they serving coffee at the summit?

After a fuel stop it was off to the halfway halt at Tresmeer village hall for pie and cake and a much needed, rest after an awesome morning trialing. At the mid point, Aaron was leading on 8 points,

followed by Ian on 9, Phil 10 Duncan and Dave 11.

Next, we were off too Scarsick Special Test, overseen by Pete Cooper CoC, and FTD went to Charlie @ 14.47 secs.

Section 11, Crackington.

This started sorting out some of the leading scorers, with a cleverly placed restart and a tyre pressure limit. After getting some advice of Paul Merson who said "best to stop high or low or maybe in the middle" we did stop high and got off easily - thanks Paul. Judging by the smoke and noise Aaron didn't, nor did Phil and Fran in the Melos. Nick Symons in the improving MX5 did a good climb and cleaned the restart.

Treho 1,2 and 3 were next.

Treho 1 was more a test of your navigation skills, in and out the trees and over and around the piles of gravel, James unfortunately picked up a puncture but still cleaned the hill.

Treho 2 was added at the last minute to make up for the loss of an earlier section and was fairly easy, although the start line did cut up.

Treho 3 was marshalled by the Rippons and Dick and was a real stopper, with only 5 cars getting to the top. This involved a turn right into the bottom of a muddy slimy track and a full -on blast up. Keith Sanders came to grief with too much boot and slid off the track at the 9. Aaron was regretting taking out ballast before the start and went up on 6psi but could only manage a 4, climb of the day was Ian Facey who powered his way up and was backing off for the summit. The class 8s had a restart and Josh Moss joined Duncan at the top, Nick Aldridge in the very impressive Smart Roadster also went clean, this car is getting better and better.

With only New Langleys and Trevilla to go the overall was still fought over by

several competitors. The higher restart was presided over by Tris and no class 8 managed to get away from the tree roots, which straddled the hill. The lower restart gave us more momentum and myself, Ben, Ian and Phil scraped our way clean.

The final section in the top off the farmyard appeared very dry and looked an easy climbable hill. The track turned 90 degrees after the start and then meandered along the side of the field before returning into the woods and dropping into a bomb hole before climbing again up to the right. Seven competitors were still in with a chance of overall! Duncan was first up and unfortunately got stranded in the bomb hole to add 5 to his score and finish 5<sup>th</sup> overall on 19 points.

Next was Charlie Merson who cleaned the hill to go first in class and nervously waiting on the 5 to come on 18 points. Phil Thomas came next and got stuck and also finished on 18 points. I was next and also got stuck at the 5 despite trying to climb the bank and the trees and also finished on 18 but won the Saloon Cup.

Aaron, after watching dad make a pig's ear of the hill, took a more cautious approach, but also beached the Scimitar and finished on 21 points. With only 2 to go Ben Tonkin cleaned the hill to finish on 16 points, with only Ian Facey to go who needed only a 7 to take overall. Unbelievably the BMW stopped at the 10-marker taking Ian's total to 19, after the hills Ian had cleaned this was not in the script. We then all returned to the finish venue the Frog & Bucket and had a very enjoyable Hog Roast. I managed to catch up with Groover who is hopeful the Camel will return in 2022.

In summary Ben won the Tamar Trophy, Charlie the John Dell Cup and James with Mike Greenwood alongside won the Club Cup in the hard charging FWD Peugeot. In the battle of the X90s Mark White took the class by a single point from Richard Tappin. Brian Hampson, Dave Turner were declared lost...

Many many thanks for a great day's trialling and the hills were marked to perfection. Well-done Andrew Rippon.

### *The Tamar Trial by Nick and Thomas Aldridge, Smart Roadster*

A beautiful pink sunrise, low cloud and a cool start greeted us in Cornwall for what was our second attempt at the Tamar Trial. The 2019 running of this event had been a very wet affair and as rookies to the sport of Classic Trials this had been a real awakening for how much experience we lacked. We hoped for a fun day and to learn more as we have done in every event we have entered so far.

We made our way to the start line at the Proper Ansome Café in Launceton

where there was good turnout of cars. A great starting venue with a built-in bacon sandwich dispenser. The freshly re-built Canon of Josh Moss looked very smart and there was a great example of a classic Saab (No 61).

From the start we had quite a long drive to Lewdown Woods where the first three sections then came in quick succession, between sections we were avoiding some large, felled trees from logging, thankfully we had been warned about this before leaving the start by the officials.

Section 1 had a restart on a sharp left-hand bend for Classes 7 and 8 that most cleaned including ourselves. Section 2, Lew Wood 1 was a restart that was very tight and twisty, hitting the

marks on this restart was important! Section 3 had a decorative fence/chicane and many trees and obstacles to avoid also.

With Section 4 "The Ramps" being cancelled we made our way out of the woods and on to Section 5 Allerford steep, another clean so all going well so far.

Lee Quarry next and while we waited, we could hear lots of revs emitting from the woods above us, so we knew we were in for a difficult section and we were proved correct, this was our first section where we gained points after becoming stuck on the tree root that caught out most of the others.

On to the infamous Angel Steps. There is nothing angelic about this section with the added burden of 14 psi tyre limit for Class 7. We took the first part very cautiously up to the restart but that's as far as we went, this grade 5 for roughness section meant we weren't too disappointed to return down to the start with all our suspension still attached!

Harts Lane looked ok from the start line but as we waited to start all the Marshalls appeared and told us that the section had become impassable and was therefore aborted.

Ashleigh was a field trial type section that looked simple, but was proving quite difficult to negotiate. Keeping a constant speed looked to be the way to go and lots of energetic bouncing if things go wrong. This method was perfectly displayed by Ben Tonkin who almost didn't make it over the brow and young George must have thought Mum, Xanthia made the difference bouncing in the back seat to great effect by eventually getting just 1. What a team!

Park Impossible should be renamed Restart impossible, well until Philip Thomas drove off the restart that is and spoiled my theory. An 8 for us here but

we were disappointed not to get going as the Smart started to creep forward but not quite to get going on this occasion.

Along with the Allen Trial the Tamar has a proper lunch break and it's nice to take 5 and enjoy a sarnie before battle commences again. The 30 minutes stop at the Tresmeer Village Hall was just right.

Straight after lunch was the observed test at Scarsick. Pretty standard test except when we arrived at line B we were met by a Marshall enthusiastically waving a red flag. For us, every motorsport event we have competed in previously, if a Marshall waves a red flag this means stop, so we stopped, thinking something was wrong but this wasn't the case. Another lesson learnt from a trial, next time we shall have to ignore our instincts to stop.

Section 11 Crackington, a very picturesque approach to this section through a small river and up a rocky road to the start.

Here we had our first major mistake of the day when we overshot the restart line and took 3 points. Not sure if we could have got away from the restart anyway with a 14-psi tyre pressure but it was our error.

The three Trehole sections had some great variation between them. Trehole 1 started on mud and grass, a hairpin bend around the tree and a 90 degree right back into a small stone quarry which we got round and like the majority cleaned this section.

Trehole Extra, was put last minute due to the cancellation of Section 4 and was deep wet mud, proving difficult to get away from the start for many, before a dry mud track led you to the fresh grass field at the top, another that most cleaned.

It was Trehole 3 that mixed things up for the field of runners, deep wet mud, followed by slightly drier wet mud, if you managed to navigate that then there was long wet grass to finish. The Honda power came in useful here and we managed to clean it and now had a very hot engine according to our temperature gauge!

At Section 14, New Langleys the first thing we noticed was a JCB complete with a winch that was hauling those that were stuck out of the section. This gets your attention when the organisers have laid this on, but the part that filled me with dread the most was knowing that Tris White was operating the restart flag and knowing I would never be allowed to forget it if I failed. The Smart got away from the restart pretty well but the higher you climb the less grip you have, so I resorted to my favourite method in these situations, FLAT OUT! Millions of revs later we emerged at the top and were very happy to not have needed a free tow on the JCB.

The last section Trevilla or the Crystal Maze as I like to call it was catching out

several of the more experienced drivers and almost caught us too. We managed to find our way round and ended with a flourish up the very steep last part of the section to end our day with a clean.

The layout of Trevilla means that all the drivers that have finished can park up and watch the action which makes a great end to the day and a nice opportunity to hear how others got on that day.

It was time to go back to the Frog and Bucket Pub for a Hog roast and a quick half before the long journey home.

Once the results were published, we were chuffed to get a second in class and 8<sup>th</sup> overall and the results seem to be going in the right direction compared to our last attempt at the Tamar.

So, a great day trialling in the beautiful sunshine, and thanks must go to the organising team and all the Marshalls. We had a great weekend and can't wait for the next Trial.

### *The Tamar Trial 2021 by Phil Tucker*

After a long time away from the sport it was time to get back in the saddle. Or shoehorn ourselves into Josh's new steed should that be. I was collected promptly from home at 5am and quickly remembered the feeling of staring aimlessly into the darkness of the M5 whilst trying to prepare ourselves for what we knew was going to be a tough day down south.

We had a faultless trip down and were pleased to see such a suitable trailer park with ample space for as many competitors and trailers as Launceston & North Cornwall Motor Club could wish

for. A quick layer up against the brisk October morning and we were off to the start at "Proper Ansome Café" Is this the most Cornish sounding start venue ever in the history of Classic Trials? It has to be up there surely... Scrutineering was quick and efficient and after some jotting down of tyre pressures, route amendments and a catch up with old friends we were off on our way.

Eastcott Down was the first stop of the day and felt like a world away from the start. The Cannon isn't the most comfortable of seats and we were relieved to arrive at the first wood complex and get under way. A fairly straightforward opener to get us started with a short sharp sting in the tail, easy

to stop in the wrong place and get your day off to a frustrating start. There were a few early casualties here looking down the results, but we were off to a clean start.

Next, after a meander through the woods we arrived at Lew Woods 1, the first real test of the day. A nasty root strewn restart for class 8. We managed to get out of the tracks and made a good attempt, but to little avail as the car bogged slightly on launch and we slide over onto the roots. I would like to think that another attempt and we would have made a better stab at it and potentially joined Duncan as the only remaining member of the class 8 clean club after just 2 hills. What might have been very much became a theme of the day. Lew Woods 2 was next, and with conditions being relatively dry here this proved no real challenge, and the results reflect this with just a couple of fails in the lower classes.

With the next hill "The Ramps" being cancelled we were straight into the next woods to start off with Allerford Steep. Again, no real problems here in the day's conditions and onwards we went. Lee Quarry was next, and this is where it all started happening. What looked like a maze between the trees awaited us and a tricky restart up in the distance somewhere. I say it was tricky..... but in reality, we didn't actually get to find out with Josh finding the one stray root just before the restart and us grinding to a halt there.

Luckily within touching distance of the restart boards, we didn't end up losing any marks over our close competitors here. At the front of the class however, the class 8 clean club was no more, with Duncan dropping 3. A storming climb from Charlie Merson however to take the clean set up a battle that would last all day and only be decided on the final hill between himself and Duncan. Lee Quarry stopped the rest of the field

across all classes. I can only imagine what it would have been like in here if it had been really wet!

Off to Angel Steps we went. Having been here a few times before over the years I knew what was coming, but as a Tamar Trial virgin, Josh was oblivious to what was around the corner. I tried to compare to other "rough" hills I could think of but I'm just not sure Angel Steps can be compared to anything. We were on 16 psi here, thankfully, to avoid having to make a tricky decision. There was lots of noise ahead, but people seemed to be getting up, next it was our turn. A relatively relaxed pick up to the restart and a 2<sup>nd</sup> gear blast and burn away, it didn't seem too bad. Or so we thought... With an attempted reselection of 1<sup>st</sup> all the momentum was gone, and we were suddenly at a stop in a big ball of smoke, lesson learnt for next time, it's not over until the section ends boards!!

Harts Lane was up next, which was effectively just a big muddy bomb hole which drenched us in what I am not sure was solely mud if my nose is to be trusted on such matters. From the results, this section looks to have been cancelled. I can't say I'm hugely surprised by this, speaking from an ex-saloon car driver perspective I'm not sure I'd have been best pleased taking a saloon car through there. A quick blast over to Ashleigh took us to a PCT style section which on no pressure limits caused few problems. Eventual trial winner Ben Tonkin did fall foul here dropping a 1.

Park Impossible awaited us next, again just a short trip down the road. Every time I have ever been here, I am always convinced we have gone wrong on the route, you would just never say such a horrible section lay around the corner as you pass through the private gates. The section lived up to its name for class 8 this year with no one even looking like moving off the restart on 16psi. Stand



Andy Petherick & Neil Browne at Stoodleigh Steep

## 2021 Tarka Trial by Peter Browne

Section 6,  
Emmett, awaits!!



Ryan Eamer, overall winner with nil points, leads the way in Tapeley Woods

out performance of the day must go to Phil Thomas for making it all look very easy in his class 7 Melos.

Next it was hat and goggles on for the 11-mile trek to the lunch halt. I must say that what a pleasant surprise it was to have an enforced lunch stop. It was lovely to not have to try and eat on the go and rush around all day and nice to just take some time to re-group and have some lunch. On arrival, seeing Simon "Groover" Groves coming out of the village hall with a steaming hot pasty and a wild grin we immediately knew we had made an error in taking the self-catering option. Whilst we rebuilt sandwiches which had been dragged up Angel Steps Simon gorged on a hot pasty and then returned for tea and cake. Noted for next year don't you worry...

After some R&R we were on our way again and a quick stop by ST1 Scarsick. By this stage we knew we were not in the picture for any decent result so took it steady, as shown by the slowest time in the class, now was not the time to be a hero.

Crackington was next and after getting a bit hot on the road section the little imp powered Cannon needed a drink. Water was topped up and all fine to carry on. With a 16-psi limit and a quite nasty chicane at the restart area this caught out a few across the field. Luckily not us and we were on our way once more.

The Trehole complex was next with 3 sections to tackle here. Trehole 1 and Trehole Extra caused little problems across the field, but Trehole 2 was a different matter. Under the watchful eyes of Messrs Rippon and Bolt this was only ever going to be horrible! A steep, muddy (yes muddy) slightly off camber, grassy slope with you guessed it, another class 8 restart on awaited us. We had low expectations after watching Simon and Ross neither really look like

troubling the top, but as we turned into the bottom all seemed calm and a drive up the restart filled us with hope. A blast off the restart and we were out the top. This was comfortably our best climb of the day and was nice to take home some positives from what had seemed like a frustrating day.

Nearly there now, the end in sight and it was off to New Langleys. Enormous roots covered the class 8 restart, and although there was a slight difference in points across the class depending on where you stopped, no one looked like cleaning this. Walking back to have a quick watch, I'm not sure there was a good place to stop, it all looked as horrible as the rest. This has been a real class 8 stopper over the years now. Last up was a short hop across the field to Trevilla. A slightly different layout than I have seen in the past with a tight right corner around the 6-marker. This didn't cause us any issue in the nimble cannon but did prove to be the undoing of Duncan in the Fugitive and this would ultimately go on to cost him the overall and class win. Trevilla really was the sting in the tail for the top class 5 runners with Dave and Aaron Haizelden and Ian Facey all losing their shot at the overall victory here leaving Ben Tonkin last man standing to walk away with the victory in the class 6 Beetle.

That was us done, back to the finish at the Frog and Bucket for some hog roast before the long trip home. My thoughts on the day.... Hard. Relentlessly hard, but all very much doable. Somebody cleaned every hill throughout the day, but scores could be dropped anywhere. A never give up attitude was needed and as proved it can all change on the last hill. The start and finish venue were great, the lunch halt was lovely, the route card read well, the marshals were friendly, the communications from the club we excellent. Oh, and the pig was nice at the finish!

## **North Devon Motor Club Steve Knight Tarka Trial by Simon Jones, KTM 250 EXC**

**O** 5.00 am Sunday 31<sup>st</sup> October 2021, my alarm goes off. The rain is beating against the window, and I am questioning the wisdom of getting up at this time on a Sunday to drive to Bideford, 2 hours away. Anyway, I haul myself out of bed and get myself ready. Bikes and kit all loaded last night, now just wait for Jamie (one of my two riding buddies) to turn up. Jamie's bike is already loaded on the trailer as is his kit, we both did a COVID19 lateral flow test last the night before, you can never be too sure in this day and age, even if it is two mates sharing a lift.

True to form Jamie turns up bang on time, 0600 on the dot we pull out of the drive. We made good time, despite some torrential rain enroute and are within a few miles of our destination. The SatNav tells us to turn right, which we do even though I was a little hesitant, as somehow it did not feel correct. Half a mile into the narrow winding lanes of North Devon Jamie pipes up "I'm sure there was a note in the paperwork saying don't follow the post code on your SatNav", too late. (Note to self, read ALL the paperwork before hand). We carried on via skinny lanes, and some challenging floods that my Ford Ranger breezed through and made it to Parc Ferme at Tapeley Park. Very nice location, with amazing views across the River Taw to Braunton and Saunton.

Les our other riding buddy was already there, easily spotted with his burgundy box trailer (always good for changing in the rain). Quick unload of the bikes and off to scrutineering, all sorted, back to vehicles to get ready for a great day exploring. Once ready, Jamie on his 2013 KTM 250 EXC, Les on his 2013

250 2T KTM Free Ride and me on my 2005 KTM 250 EXC (I know she's a little less nimble on the sections), off we headed to collect our numbers (39, 43 and 52) and to the start.

Now I must say that the whole team at NDMC did a brilliant job all day, and every one of them that any of us spoke to was always very pleasant with a big smile on their face. We recognise the huge amount of effort that goes into event like this, and it truly is appreciated for us that are the lucky enough to ride these events. Start times where 08 30 plus a minute for your number, so in effect with me being number 52, mine was the last start time of the three of us at 09.22. The starting marshal was very accommodating allowing us to all start together, which was great and much appreciated by Les and Jamie due to their inability to read a road book, more on that later!

The first four sections where in the grounds of Tapeley Park before heading off into the beautiful North Devon countryside. On exiting Tapeley Park, we bumped into George who had travelled all the way from Cambridge, and we had ridden with at previous LDTs.

So, we started working our way through the route, this is why Jamie and Les invite me along, it's nothing to do with my company, or my ability to ride the sections, it is my ability to read a road book. The weather, despite the overnight rain, was very kind to us with the odd shower passing through, but nothing too much to worry about. The lanes and sections however came with their fair share of water and very slippery mud.

Les, who is Jamie and my "mega god" when it comes to riding, especially in trials where I think we have only ever beaten him once, had three offs. Three, I have only ever seen Les fall once

before, three in one event is unheard of. Jamie maybe we have a chance after all!

After a refuel at Roger Garage and a few more sections we arrived at sections 11, 12, 13 and 14, aptly named Holdridge Stream, Bog and Blast, Holdridge Hill and Round the Bend. By the time we arrived section 12 (Bog and Blast) had been withdrawn from the event. I went and had a quick look at section 11, to be told, rightfully so, by the marshal I was not allowed to look at the section before riding. My mind was made up, being a little chap with a heavy bike I was going to miss the sections, which all joined together, one after the other. Jamie and Les being much more men than I decided to go for it. Jamie first through section 11, made a great attempt, and although not clean was good effort. Les next, through the stream before the left turn, managed to stay left of the huge trough on the right only them to tumble into said trough! 13 and 14 even for Les and Jamie where not rideable.

On we continued, until we got to Goodleigh, with only two sections left to ride. At this point my electric start decided to pack up, so I said I would head back to Taperly Park and leave Les and Jamie to finish the event. The ride back for me was further than I thought and with a buffeting from the westerly wind as I headed along the A39.

Quick change and load my bike ready for the others to get back. Eventually they turned up with how great the final bit was, amazing scenery, great sections blah blah blah. After a little bit of quizzing, it turns out that without me they could not read the road book, never found the final two sections, plus were running low on fuel, I am amazed they even found their way back to the start.

So, all in all a typical Les, Jamie and Simon LDT day. Great organisation, by a great crew of people, set in amazing scenery. Hats off to you all for all your hard work. Looking forward to 2022 already.

### *The 2021 Tarka Trial by Peter Browne, Triumph Metisse*

**H**aving enjoyed a gloriously sunny Tamar Trial a few weeks before, my brother Neil and I decided to enter the Tarka on our 650 Triumph Metisses. I was conscious that the weather forecast for the 31<sup>st</sup> was not good but took comfort from the fact that the forecast is very often wrong but in this instance that did not prove to be the case.

It was already raining heavily when I woke at 4.30am and continued as I loaded my bike onto the trailer and headed off on already flooded roads to collect my brother and his machine.

By the time we reached Bideford we had seen so much rain and passed

through so many floods it was clear that we would not be having an easy day and were beginning to doubt the wisdom of using such old and heavy machines, but we had already passed the point of no return.

The start was at Tapeley Park and fortunately the rain stopped as we arrived there. Scrutineering and Signing On were dealt with very efficiently and we were ready to start on time.

The first four sections were in the Tapeley Park Estate Woods and were predictably very slippery on the wet leaves and tree roots and gave me the first taste of what would prove to be much pushing throughout the day. I did manage one clean, but it was a good deal later in the day before I managed another.

Riding with my brother Neil and our friend Andy Petherick on his 350 BSA we left the woods for a few miles of road work to section 5, Stony Cross. This was a loose stony climb in a narrow lane with what looked like a stream running down it which lubricated the stones very effectively. Finding a stream running out the bottom of the section was something that would be repeated many times during the day.

A few miles further on was Section 6 which started as a partly submerged farm lane with the water becoming increasingly deeper until the tractor wheel tracks disappeared leaving you to guess or discover where they were as the water continued to deepen, with it eventually coming over the top of my boots with my feet on the footrests. I remember my brother saying he was fearful that it would reach his handlebars at one point.

We then made our way to Stoodleigh Woods where there were four sections in the woods. The first was Georges Bank, which was a tight turn followed by a steep climb with a deviation at the top. The deviation caused me no problems as I had already spun to a stop before I reached it. The remaining three were firstly a steep slippery climb, then a leafy section through trees with wet roots and tight turns and a climb out, and finally a climb on a track through a stream with a tight turn at the top. I felt I should have managed the last of these at least but failed to do so and had the opportunity to further practice my pushing instead.

After a lunch stop at Rogers Garage in South Molton we rode to Holdridge Woods where there were another four sections, reduced to three due to the weather. The first started in a stream and exited up a slippery bank and ended abruptly for me when my boot became tangled with my brake lever and pitched me into the stream. The remaining two were on such slippery

mud that I was exhausted by the time I had wrestled the Metisse to the start board and achieved little more than that.

Section 15, High Bray was next. This is a regularly used hill with rocky slabs and steps and is notoriously slippery. There was a restart for all classes, and this was certainly a stopper for the Metisse. I had help from many marshals during the day but would particularly thank the marshal that helped on High Bray for his assistance and patience whilst I straightened the bike enough to be able to continue. At this point I did find myself questioning if the "pleasure" of the event warranted the damage I was inflicting on my machine.

Next were two sections near Stoke Rivers. The first was a bog with a steep climb out which had been affected by the previous nights rain and the second was a steep grassy climb which it was actually quite fun to see how far it was possible to get up on the Metisse but even more difficult to come back down. Section 18, Snapper was a narrow lane with a tight bend and rock steps on the bend which I approached too cautiously and on the wrong side of the lane and stopped on one of the rocks.

A few miles further on was the final section, Kings Cott and this was a wet stony lane which I was hugely relieved to clean mostly because it meant I did not have to manhandle the Metisse which by now appeared to have more than doubled in weight.

This only left the special test at Pristacott to complete, and this was the normal start on Line A, then stop astride B and finish astride line C except that this was in a lane with deep puddles, which did serve to increase the sensation of speed. I did the test with my visor open and as a consequence coated the inside of my helmet and visor with muddy water. Having nothing left that was either clean or dry that I could

wipe it with I had to ride to the finish at Tapeley Park with it open.

I was hugely relieved to finally get to the finish after what proved to be an exhausting and unrewarding event and am much impressed with the way my Metisse survived the many attempts to break it during the day.

It is to the credit of the North Devon Motor Club that they were able to still run the Tarka Trial despite the appalling

weather of the previous night. The road route was very well chosen and took in some excellent North Devon lanes and scenery and the Route Card worked well with only a few exceptions and that may not have been the fault of the Card.

Having had good weather for many of the recent ACTC Trials it is inevitable that at some point this would change, and this was that event. Let's hope we do not get another like it too soon!

### *The 2021 Allen Trial by Stephen Bailey & Keith Johnston, MG Midge*

So the alarm goes off at 5am. Usually for the Allen Trial I would stay at a B&B near the start). It's about the nearest Classical Reliability Trial to my home but still a hundred miles away. I booked the last car away to give me a bit of time to get there courtesy of Pete Hart.

So after a while arrived an hour and a couple of minutes before start time. Met up with Keith Johnston my navigator for the day. (the last time I competed in this Trial was four years before with Keith also.) Scrutineered and given my numbers at The Bull Inn. And had a sausage bap and a coffee then shuffled the Midge to the front car park ready for the start. It was cold, the area just getting the end of storm Arwen.

The first bit of hill encountered before Tog Hill was half covered in ice, the low sun making the road just look wet. (Thinks. More caution needed). However that was the only ice we encountered all day. In fact the trial this time was the driest I've seen for a long while. In fact so dry that Guys Hill was cleaned by everyone. This strangely caused over an hour and a half delay as

there is no route out at the top so everyone had to return down. Quite a few do not usually make it to the restart and even fewer off the line owing to the wet tree roots across the track. There was a whole stack of zeros in the results on most classes.

Like most competitors we were clean to Travers and then got stuck in a hole on the restart. The Midge is not as light as many other class 8 cars being built many years ago for MCC Trials. But still provides plenty of fun. Burledge also unfortunately was our undoing with another 6.

The lunch halt was a bit on the quick side and the slow service for both Fish & Chips and Coffee did not help. Some more relative dry sections and on towards the last quarter of the trial. By now it was starting to get dark. The dry trial continued up until the Fry's Bottom sections where dark mud seemed to snatch the steering wheels from competitors and try to stuff them into the nearest tree.

I figure the muddy Fry's Bottom sections made up for the lack of the Ubbley Woods muddy sections which were missing this year. Though the mud was definitely not missing on John

Walker where it was it's usual one-foot-plus deep in places.

Our trial concluded in the dark with a clean blast up John Walker, (once the car ahead had been cleared after coming to grief without the assistance of headlights.)

I have always found the Allen to be an excellently organised trial and one in the tradition that is a "Classic" in the true sense of the word by use of many classic hills, and not an attempt to be a class 8 stopper by using artificial and difficult sections which quite frankly is not the name of the game and I'm not sure that everyone likes or enjoys. This trial is definitely enjoyable.

A big thank you to the organisers for the easy use of the "My Clubhouse" for entries. The excellent start (and finish) venue with plenty of space for trailers in the field just down the road. The pub had good food as well. A route that was sent electronically five days before the start, that was easy to follow and well signposted (well we did overshoot the entrance for Fairy Hill as a red direction sign was hiding in a hedge.) But easily corrected.

Well organised vehicle recovery teams and cheerful Marshals & Observers. Hope it runs again in 2022.

### *The 2021 Allen and Team Inappropriate, by Roger Ashby, Coates Orthoptera*

The Allen is a brilliant Trial and I found it illuminating to read the bit in the programme about John Hayes vision, it all seemed to follow his rationale!

It's always difficult to know where to start a tale, the beginning is good but there was no actual beginning, just a series of situations.

Team Inappropriate (Lee Sample, Matt Robson and I plus guests at various times) had agreed that we would try and all compete in the Allen despite there not being a team award, those nice people Pete and Carlie Hart had helpfully arranged that we could run concurrently.

Each of the Rickman Rangers was stuffed full of relations of various generations showing that this is truly a family sport! Navigating with me and giving sage advice was Lee Peck as

Alan Wibberley was off somewhere supporting son Ben in an enduro.

Pre event Matt had posted on Facebook pictures of an impending engine replacement following the demise of the previous lump at an event, I cannot remember which one, obviously he was hopeful it would be done in time.

Lee seemed to be ok on the maintenance side although I was aware that after a disastrous Edinburgh, he had a severe oil leak that needed a sump removal, this requiring all sorts of other items to be taken off to allow this to take place.

These Rickman owners are nothing if not dedicated to their unusual but very British niche kit cars.

What I had not let on to the others was that I was having an issue with clutch release on the Coates, during the Edinburgh we seemed to lose the ability to release the clutch the pedal only disengaging and engaging at the very bottom of the pedals travel. There is not a lot to go wrong with the system as the

pedal and lever are bolted directly onto the clutch release shaft, a typical 50's approach to simplifying the system. This only leaves the adjustment of the clutch forks on the clutch cover. I had adjusted the forks of the reworked clutch (I paid a lot of money to have it done and have never been really satisfied) before the Edinburgh but it was malfunctioning by the end.

To take the gearbox out requires removal of the floor panels, disconnect the torque tube, drop the back axle disconnect the brakes etc, not a five-minute job but I did it in time.

I had booked a hotel nearby for both Saturday and Sunday night, however as the maintenance had dragged on, I decided on an early drive to the event Sunday and as I had a load of things on at home Monday came back on the Sunday! So, a wasted booking!

Sometime soon I am taking delivery of an additional Trials car (class 7) with the idea of using the Coates in the ACTC Championship in 2022 then, using it in the Historic Trials Association "Heritage" series, the rationale being that a car made from an 85 year old chassis and pre 41 other bits is a bit delicate when used with gusto (Mrs A often mentions how much time I spend working on it only to abuse it at the next event), (my response "I don't go out to lose")(she does have a point though).

Sadly, I don't have the space to garage two cars and be working on one of them, I had thought that an enclosed trailer might be the answer, one in the garage and one in the trailer, but as we all know these don't come up very often and are expensive.

Low and behold a couple of days later a twin axle Brian James trailer with a lorry type "tilt" appeared on one of the Facebook pages, it seemed ideal but as with all these things it was located deep

in Cornwall, a flurry of e mails and phone calls and the sale was agreed, the seller kindly suggested we meet near Exeter to save me some of the journey.

The trailer towed brilliantly, and all was going well, I got home, Ruth moved all the cars about and I reversed it in, Ruth looked at the trailer and said, "are you sure your car will go in it, it looks a bit low"?

Obviously being male, I cannot accept that Mrs A may have a point, "no it just looks low". I later measured the car and the trailer and because of the roll bar it's about 3" to high to go in the trailer.

I had a mad idea that if for the journey I replaced the 18" wheels with 17" wheels with no tyres it would go in, absolute stupidity and all because I can't accept that I am wrong! I fitted the 17" wheels and tried winching the car in, the stop broke. Enough is enough, I rush to the computer remove my old trailer from its E-Bay listing and then start moving cars and trailers around which are all in the wrong place and I end up with the trials car on the patio, the new trailer partially in the garage (too wide to go in completely unlike the one I want to sell) and the old trailer running uncontrollably down the slope by the garage with me trying to stop it, you get the picture.

I do get it all loaded and cars in the right order, I leave very early Sunday morning and am the first competitor to arrive at the parking area, I then have a doze, until Lee peck arrives and off we go to the start. I seem to remember we have a rather wonderful bacon roll and meet up with Lee Sample and Matt Robson and their families/passengers.

I seem to remember the route having done the event I think twice before. We get to the first section Tog Hill, a long section up a bumpy track which is no problem for the Coates.

Then on to Bitton Lane, another long lane and as we are running in class 5 we have a restart, I always stress over restarts but this goes well and we romp through the section.

Next is the "Observed Test" at Fairy Hill, a typically clever test which involves careering up a hill on a camber stopping past a line, reversing back over the line and then charging forward and stopping astride another line. Lee and I discuss this, and we are both of the same mind, it is better to complete the test accurately than to go mad on the speed and make a mistake. So off we go, again the Coates seems to go well.

Then there is the Fairy Hill section, a right turn through trees which slows you before the steep climb, we seem to easily make the top, I expect if had had been a bit damp or the frost had thawed it might have been more difficult.

Little Uplands came next, again a quick drive up a bumpy track which was no problem for the Coates.

Then on to Guys Hill, we have a bit of a wait, I know this can be a real stopper and I have in the past always done well but I never underestimate the ability of a section to catch you out. As we are in class 5 we have a restart, I have seen others be unable to get off the start line let alone get to the restart. The Coates 1172 sidevalve seems suited to this section and we "plod" off the line, stop at the restart and then using its grunt creep away, another success.

Travers Hill is next, and I have great respect for this section, loads of big rocks and dug out ruts, I am fairly sure this is where we got held up I think 3 years ago when Stuart Highwood broke a drive shaft on the Scimitar and it took ages to get him recovered. Definitely a section that can damage a car, only one way to go and we tear up there bouncing off the rocks, the Coates

suspension is best described as primitive, and we are thrown all over the place, but we get to the top successfully.

The lunch stop is next, and Lee treats me to a battered sausage and chips, then we are on our way to Burlledge, restarts for all but at differing places, ie further up for class 8, again the Coates goes well and we have no issues.

Frys Bottom, three sections and an observed test and I am starting to worry, this is about the point in an event that I start to lose concentration, I suggest to Lee that he finds a big stick and to bash me if he thinks my mind is wandering, first is a clever section along a muddy rutted track with restart for most of us, this catches a few out but we get through it. Then the second observed test more of the through the gate stop, reverse and then go forwards and stop across a line, we follow the same principle as before going for accuracy and complete the test successfully. The second section is along a muddy incline with a sharp right turn up a very steep bank, we go for it and the Coates is on a roll and rushes through the ends card almost into the bushes beyond.

The last hill in the group is up a rutted track with many roots exposed bumping the cars off of their track, we bounce around, but we get through it.

We cannot believe it but we are approaching the final section John Walker with a clean sheet, the pressure really is on, we get the signal from the marshal and off we go, only having a 3 speed box and a wheezing 1172cc side-valve all sections are undertaken in 1<sup>st</sup> gear this often means that the little engine is "revving his nuts off" and this was the case in this section. These engines suffer from inadequate water circulation and despite having a very large header tank section like this are to say the least testing, towards the end of the section we see steam coming out

from the bonnet, but we make it to the end and have gone clean all day, probably one of my best results.

In class 5 I did ok considering the opposition, but had I been running in class 2 as I will be from January 2022, I would have won the class by 0.1 of a second! And Team Inappropriate, well Mat had a clean sheet and Lee lost just one mark in the Frys Bottom group, another good showing for the team, let's hope we can continue in this mode for the Exeter.

Reflecting on the boys, their families, their vehicles and the need to encourage younger people into the sport, I wondered about the competitiveness of the Rangers?

I have never driven one, but I imagine they are not that easy to get through sections, 1300cc engine and Escort bits on a vehicle that weighs considerably more than an Escort, should they and the Jagos really be in a class with Marlins and Lieges?

Perhaps in an attempt to encourage youth/families we should try a class F (Family) allowing Ranger/Jago owners to compete against each other with the stipulation that there have to be 4 in the vehicle with at least three from the same family, oh well just a thought!

Best wishes to all for 2022  
Roger Ashby (Kent not Marlow)

## ACTC Sponsorship Scheme



In order to both enable and encourage the younger car driver to the world of Classic Trials the ACTC are pleased to announce the **2022 ACTC Sponsorship Scheme**.

Applications for the scheme will be invited soon, so please keep an eye on the ACTC website.

Applicants need to be 25 or under on the 1<sup>st</sup> of January 2022.

10 Places are available, if necessary, priority will be given to the least experienced applicants.

### The Sponsorship will include:

Free entry to the Wheelspin and Crackington Championships and an Electronic copy of Restart.

The ability to claim a £50 refund of expenses, for up to 3 championship rounds where the claimant appears on the result sheet. Total £150.

A targeted mentoring and support package.

## Crackington Table 2021 Final

|          |              | Tor  | Exm  | ExC  | T&T  | Edi  | Mech | Tam  | All  | Total | Best 6 | Events Scored |
|----------|--------------|------|------|------|------|------|------|------|------|-------|--------|---------------|
| 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  |      | 7.5  | 67.5  | 60.0   | 7             |
| John     | Ramsden      | 10.2 | 8.4  | 9.3  | 8.5  | 3.0  |      |      | 10.0 | 49.4  | 49.4   | 6             |
| Brian    | Hampson      |      | 9.4  |      | 9.5  | 10.0 |      | 7.8  | 9.4  | 46.1  | 46.1   | 5             |
| Gregory  | Warren       |      | 10.3 |      | 9.3  | 8.0  | 8.6  |      | 8.5  | 44.7  | 44.7   | 5             |
| Dave     | Haizelden    | 8.0  | 8.6  | 5.7  |      |      |      | 10.8 | 8.0  | 41.1  | 41.1   | 5             |
| James    | Shallcross   | 10.1 | 10.2 |      |      |      |      | 10.2 | 10.1 | 40.6  | 40.6   | 4             |
| Ray      | Ferguson     |      | 9.4  |      | 10.5 |      | 7.9  |      | 11.0 | 38.8  | 38.8   | 4             |
| Aaron    | Haizelden    | 7.9  | 9.6  | 7.7  |      |      |      | 8.8  |      | 34.0  | 34.0   | 4             |
| Roger    | Ashby        |      | 7.6  |      | 9.3  | 9.5  |      |      | 5.0  | 31.4  | 31.4   | 4             |
| Sam      | Holmes       |      |      |      |      | 10.0 | 10.3 |      | 10.5 | 30.8  | 30.8   | 3             |
| Dean     | Vowden       | 9.9  | 7    |      |      |      |      |      | 9.9  | 26.8  | 26.8   | 3             |
| Stuart   | Holton       | 9.6  | 8.4  |      |      | 6.0  |      |      |      | 24.0  | 24.0   | 3             |
| Peter    | Ashford      |      |      | 8.5  |      |      |      | 5.8  | 9.3  | 23.6  | 23.6   | 3             |
| Neal     | Vile         |      |      | 6.8  |      | 8.0  |      |      | 7.4  | 22.2  | 22.2   | 3             |
| Robert   | Holden       |      |      |      | 8.3  | 6.0  |      |      | 7.5  | 21.8  | 21.8   | 3             |
| Paul     | Merson       |      | 10.0 | 8.0  |      |      |      |      | 3.0  | 21.0  | 21.0   | 3             |
| Jonathan | Ellwood      |      |      |      |      |      | 10.9 |      | 8    | 18.9  | 18.9   | 2             |
| Paul     | Watson       |      | 10.4 | 8.3  |      |      |      |      |      | 18.7  | 18.7   | 2             |
| Nick     | Aldridge     |      |      |      |      |      | 8.9  | 9.5  |      | 18.4  | 18.4   | 2             |
| Adrian   | Tucker-Peake |      |      |      |      | 9.0  |      |      | 8.9  | 17.9  | 17.9   | 2             |
| Edward   | Wells        |      |      |      |      | 7.0  | 9.9  |      |      | 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             |
| Philip   | Aubrey       |      |      |      |      |      | 5.9  |      | 6.0  | 11.9  | 11.9   | 2             |
| Dean     | Partington   | 5.9  |      |      |      |      | 6.0  |      |      | 11.9  | 11.9   | 2             |
| Jonathon | Toulmin      |      | 7.4  |      |      | 4.0  |      |      |      | 11.4  | 11.4   | 2             |
| John     | Charles      |      |      |      |      | 11.0 |      |      |      | 11.0  | 11.0   | 1             |
| David    | Slade        |      |      |      |      |      |      |      | 10.4 | 10.4  | 10.4   | 1             |
| Bill     | Bennett      |      |      |      |      |      |      |      | 10.3 | 10.3  | 10.3   | 1             |
| Andrew   | Rippon       |      |      |      | 10.2 |      |      |      |      | 10.2  | 10.2   | 1             |
| Mike     | Jones        |      | 10.1 |      |      |      |      |      |      | 10.1  | 10.1   | 1             |
| Stuart   | Palmer       | 10.1 |      |      |      |      |      |      |      | 10.1  | 10.1   | 1             |
| Antony   | Young        |      |      |      |      |      |      | 9.5  |      | 9.5   | 9.5    | 1             |
| Stuart   | Bartlett     |      |      |      |      | 9.0  |      |      |      | 9.0   | 9.0    | 1             |
| David    | Sargeant     |      |      |      |      |      |      |      | 8.5  | 8.5   | 8.5    | 1             |
| John     | Bell         |      |      |      |      |      | 6.9  |      |      | 6.9   | 6.9    | 1             |
| Brian    | Alexander    | 6.6  |      |      |      |      |      |      |      | 6.6   | 6.6    | 1             |
| Julian   | Lack         |      |      |      |      |      |      |      | 5    | 5     | 5      | 1             |
| Russ     | Clarke       |      |      |      |      |      |      |      | 4.0  | 4.0   | 4.0    | 1             |
| Dudley   | Serry        |      |      |      |      |      |      |      | 4.0  | 4.0   | 4.0    | 1             |
| Mike     | Wills        |      |      |      |      | 4.0  |      |      |      | 4.0   | 4.0    | 1             |
| Mal      | Allen        |      |      |      |      |      |      |      | 3.0  | 3.0   | 3.0    | 1             |

## Navigators Table 2021 Final

|         |           | 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  | 8.0  | 55.4  | 51.6   | 7             |
| Patrick | Warren    |     | 10.3 |     | 9.3  | 8.0  | 8.6  |      | 8.5  | 44.7  | 44.7   | 5             |
| Arther  | Thorn     |     | 9.4  |     | 10.5 |      | 7.9  |      | 11.0 | 38.8  | 38.8   | 4             |
| Ben     | Gladwyn   |     | 10.2 |     |      | 10.1 | 9.3  |      | 7.5  | 37.1  | 37.1   | 3             |
| Nick    | Sherrin   |     | 11.0 | 8.8 | 9.8  |      |      |      | 3.0  | 32.6  | 32.6   | 3             |
| Abbie   | Jeffery   |     | 8.6  | 4.8 |      |      |      | 10.8 | 8.0  | 32.2  | 32.2   | 4             |
| Mike    | Greenwood |     | 10.2 |     |      |      |      | 10.2 | 10.1 | 30.5  | 30.5   | 3             |
| Tom     | Aubrey    |     |      |     |      |      | 5.9  |      | 6.0  | 11.9  | 11.9   | 2             |
| Dee     | Champion  |     |      | 7.5 |      |      |      |      |      | 7.5   | 7.5    | 1             |
| James   | Trainer   |     |      |     |      |      | 6.9  |      |      | 6.9   | 6.9    | 1             |
| Kieran  | Bartlett  |     |      |     |      |      | 6.0  |      |      | 6.0   | 6.0    | 1             |

**Wheelspin Table 2021 Final**

|         |              | 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   | 9   | 56    | 53     | 7             |
| Stewart | Green        | 6   | 7   | 9   | 5   |     | 6    |     | 7   | 40    | 40     | 6             |
| Keith   | Sanders      | 8   | 8   | 7   | 9   |     | 4    | .   | 2   | 38    | 38     | 6             |
| Joshua  | Moss         |     |     |     |     |     | 8    | 1   | 10  | 19    | 19     | 3             |
| 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             |
| Sam     | Holmes       |     |     | .   |     | 5   | 7    | .   |     | 12    | 12     | 2             |
| Aaron   | Haizelden    | 5   | 2   | .   | .   | .   |      | 4   | .   | 11    | 11     | 3             |
| Nicola  | Butcher      | 7   |     |     |     |     | 3    |     |     | 10    | 10     | 2             |
| Ray     | Ferguson     |     |     |     | 6   |     |      |     | 3   | 9     | 9      | 2             |
| James   | Shallcross   | 2   | 1   |     |     | .   |      |     | 5   | 8     | 8      | 3             |
| Paul    | Watson       |     | 6   | .   | .   | .   |      | .   | .   | 6     | 6      | 1             |
| Adrian  | Tucker-Peake |     | .   | .   |     | 4   |      | .   | .   | 4     | 4      | 1             |
| Stuart  | Highwood     |     | .   | 4   | .   |     |      | .   |     | 4     | 4      | 1             |
| Andrew  | Rippon       | .   |     | .   | 3   | .   |      | .   | .   | 3     | 3      | 1             |
| Nick    | Aldridge     |     |     |     |     |     |      | 3   |     | 3     | 3      | 1             |
| Brian   | Hampson      |     | .   | .   | .   | 2   |      | .   | .   | 2     | 2      | 1             |
| Roger   | Ashby        |     |     |     | 2   | .   |      |     | .   | 2     | 2      | 1             |
| Dean    | Partington   | 1   |     |     |     |     | 1    |     |     | 2     | 2      | 2             |

**2021 Pouncy and Red Rose Bowl National League Final**

|                      |           | Tor | Exm | ExC | T&T | Edi | Tam | Tarka | Wes | Total | Best 6 | Events Scored |
|----------------------|-----------|-----|-----|-----|-----|-----|-----|-------|-----|-------|--------|---------------|
| <b>Pouncy League</b> |           |     |     |     |     |     |     |       |     |       |        |               |
| Richard              | Maddern   | 14  | 12  |     |     |     | 15  | 12    |     | 53    |        | 4             |
| George               | Godkin    | 5   | 4   | 8   | 12  |     | 13  | 4     |     | 46    |        | 6             |
| Tristan              | Barnicoat | 15  | 13  | 15  |     |     |     |       |     | 43    |        | 3             |
| Chris                | Barham    | 9   | 8   | 11  |     |     | 12  |       |     | 40    |        | 4             |
| Christopher          | Barnicoat |     | 7   | 14  |     |     | 8   |       |     | 29    |        | 3             |
| Mark                 | Bowden    |     | 3   | 12  | 11  |     |     |       |     | 26    |        | 3             |
| Derek                | Walter    | 7   | 11  |     |     | 8   |     |       |     | 26    |        | 3             |
| Peter                | Browne    |     | 5   | 9   |     |     | 7   |       |     | 21    |        | 3             |
| Neil                 | Browne    |     | 6   | 10  |     |     | 4   |       |     | 20    |        | 3             |
| Ben                  | Dyer      |     |     |     |     |     |     |       | 13  | 13    |        | 1             |
| Simon                | Fillan    |     | 10  |     |     |     |     |       |     | 10    |        | 1             |
| Kathy                | Martin    |     |     |     |     | 9   |     |       |     | 9     |        | 1             |
| Alan                 | Wear      |     |     |     |     |     |     | 8     |     | 8     |        | 1             |
| <b>Red Rose Bowl</b> |           |     |     |     |     |     |     |       |     |       |        |               |
| Geoffrey             | Westcott  | 6   |     |     |     |     |     | 7     |     | 13    |        | 2             |
| Alan                 | Wear      | 10  |     |     |     |     |     |       |     | 10    |        | 1             |

# FORTHCOMING EVENTS

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