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The

Association of Classic Trials Clubs

Magazine

The Quarterly Bulletin of the Classic Trials World

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Editorial

Since the last issue we have a new government. Time for a change and probably a good thing in many respects; new energy, new thinking - but new danger for Classic Trialling.

This government wants to be seen as Green. That's good. Hopefully they will not be hide-bound to multi national conglomerates and will be able to make real changes in a positive way to save our planet. However they will undoubtedly be welcoming with open arms any group they see as Green and wanting to "preserve" the countryside. Ramblers will certainly come high on this list and there will certainly be a strong lobby from that quarter to ban motor vehicles from Green Lanes and other unmade up roads.

The Hyde Park rally to protest against the Private Members Bill to ban fox hunting was a great success in that it received a great deal of media coverage and promoted a lot of discussion. It was clear that those taking part were also concerned about the threat of the loss of freedoms to users of the countryside. Whatever one's views on that particular sport, anyone involved in any activity which uses the countryside must worry that they may be the next target. Classic Trialling may be under threat sooner than we think.

So we must get organised and ready to fight off any potential opposition to our sport. In the meantime we must start a campaign in public relations to impress upon other groups that we are not a bunch of mad vandals tearing around in beaten up old motor cars but sportsmen and women who care about our environment as much as anyone.

Our behaviour on trials must be exemplary and every effort must be made by every one of us to talk to the public we meet on events and leave them feeling that we are a responsible and pleasant group of people engaging in an activity which does no harm to them or the countryside.

Finally many thanks to everyone who has contributed to this issue - after the drought of the last one it was extremely welcome. Assistant Editor Dennis Greenslade's tactics are obviously having an effect! Read and enjoy... (Did someone say "At Last!" ?)

Please note the new address and phone number of the ACTC General Secretary:
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Simon Says...

Back in the summer of last year I wrote an introduction to the 1997 Championship Regulations which said that If all goes according to plan you should receive this in September. Unfortunately all did not go according to plan, and the regulations came out somewhat later than expected.

This should have taught me a lesson on the subject of tempting fate, but being the eternal optimist, I am now going to say something very similar. If all has gone according to the 1997 plan you should have received this copy of the magazine early in April. Im not going to risk predicting an exact date although it would have been nice to have been able to do so. Behind the scenes, we are trying to bring Restart back onto a more controlled footing, so that you the reader get to read about your sport at more regular intervals and in a more timely manner. It is our intention for 1997 to return to four roughly evenly spaced issues, published at the end of March, end of June, end of October and the middle of December.

You, dear reader, must do your part in all this. Restart is an amateur publication produced by the trials fraternity for the trials fraternity. If people do not write articles and correspondence, there is no magazine to be produced. In this issue we introduce a new editorial assistant in the guise of Dennis Greenslade. Dennis will be contacting people to ask them to submit copy covering events they have taken part in. If he asks you, please dont squirm out of it, but remember that we are all novices in the journalist game, and the copy that you have already read was probably written by someone who also claimed an inability to write and that it wasnt so bad after all. I would also ask you to write your pieces promptly after the event, so that time does not fade the memory, and so that the editorial staff(!) are not faced with a rush of copy just before the planned publication date. That is the sort of thing that causes the magazine to come out late. I know that there are some who have criticised the magazine for not publishing copy that has been submitted, but I would ask those who have done so to give the thing another chance. We are sort of under new management and doing our best to give you the magazine that we all think the sport deserves.

I would close by offering my thanks to Anne, who has persevered with producing the magazine whilst also trying to hold down a difficult full time job, and who has written much of the copy herself after being let down by people who had agreed to produce reports but never did. She does not deserve the brickbats for not getting the magazine out, she deserves our thanks for achieving what she has. It would have been easier for her to say sod the lot of you and then there would be no magazine at all. So to all those of you who have criticised I would ask you how many reports have you written? Before you condemn what has happened in the past, ask yourself what your contribution has been. - Let he who is without sin cast the first stone

The Crackington Cup Champion
Dennis Greenslade

byTricia Greenslade



The year was 1992. Dennis who has been described as "a record breaking endurance driver, a champion production car trialler, and a fund raising genius rolled into one" (Angela Kalber), had just won the Crackington Cup, a "triple" Triple, the MCC Annual Team Championship for the third time, five consecutive MCC Class Awards and the ASWMC Classic Trials Championship - BUT a number of really important elements has affected his life since.

His daughter Chantal has given birth to a grandson, Steve has married Lynne and his son Giles is now competing in the successful 1300cc VW Beetle. In addition his step-daughter Clare flies all over the world in her capacity as an air stewardess - Dennis just longs to know the benefits of being a member of the mile high club !

The downside is that he is older and some say past it. He believes that it's the stress of living with me but I am sure that those who know me realise that can't possibly be true !!

So what has happened on the "sporting" scene since 1992. Dennis decided not to contest the ACTC Championship but in 1993 went on to win yet another Triple Award (his fourth consecutively and seventh in total). The Beetle was performing faultlessly, although a change of trials vehicle for a completely new challenge was being considered. Meantime, in the same year, he co-drove with Mike Hinde in a 1957 VW Beetle when they won their class on the International RAC Rally Britannia.

With Gold Awards obtained on both the Exeter and Land's End Trials in 1994 a fifth consecutive Triple looked on the cards. However the run had to stop at some time and it happened with clutch problems on that years Edinburgh when we failed Carlton and Bamford Clough only just managing to drive the car to the finish to clinch the MCC Annual Team Championship with team drivers Philip Mitchell and Roger Bricknell.

In the meantime I had purchased a Reliant SSl "for shopping" and Dennis decided that he would like to re-enter Class 5, where he previously campaigned with a Panther Lima. The decision was made to prepare a SSl whilst Dennis returned to some banking business - in Bulgaria ! He flew home to compete in the 1995 - a considerable expense just to reach the start line - only to retire whilst attempting Darracott "with a hell of a mess in the area of the transmission"! We gained our first award, a Silver, on that years Edinburgh but returned to Cornwall with a bent chassis - it was difficult to re-fit the soft top and the doors evidenced large gaps.



Above:
Dennis & Tricia on Beggars Roost in the Reliant on this year's North Devon Trial.
Below:
Not a V sign - just the signal that says "Cleaned it!"

TimWhellock



However apart from a retirement on the second event of 1996 the Clee Hills - the white sports car has proved reliable gaining various firsts and seconds in class to clinch the Crackington Cup. Our ambition for 1997 is to win yet another Triple Award - if successful the first without using a VW.

After Newquay Auto Clubs Dinner and Dance in December 1996 we decided to enjoy a pub lunch - just to keep up the alcohol levels ! There we met Paul Minassion who is competing in the Peking to Paris Motoring Challenge in a Peugeot 504. As those of you who know Dennis are aware he loves competing in long distance endurance events and immediately made contact with Lisa Klokgieters-Lankes, an acquaintance of Pauls, who was seeking a co-driver for the Challenge. Although by this time Lisa had found a co-driver the two agreed to undertake a motoring exchange - Lisa would join Dennis on the Land's End Trial and he would navigate the 1952 MG YB on the Tulip International Rally on the continent. Thus he is back into top flight rallying, already having agreed in principle to compete on the 1998 Monte Carlo Rally, but still intends to continue his long standing love affair with Classic trialling.

To finish I can only once again quote from the profile prepared by Angela Kalber for her thesis - " Dennis has accomplished outstanding success in a varied and vast amount of 'auto-pursuits'. Without writing a complete 'Greenslade Biography' I feel I can only describe him as somewhat of a phenomenon within his field of motorsport."



Dennis and Lisa Klokgieters-Lankes in the 1952 MG YB at the start of this year's Tulip International Rally

The Wheelspin Trophy Champion

David Alderson

His view of the 1996 Trials Year



Living so close to Silverstone I do enjoy the odd trip across to spectate at the "Clubbie" meetings where I usually meet an old trialling friend or two to share an afternoon's fun. Taking a break from shivering with a set of flags at the trackside or risking life and limb on paddock control duties I went along to the 1995 MCC Silverstone meeting to spectate for a change and in the paddock chanced upon John Boswell who was just recovering from some quite serious heart problems he had suffered during the summer. Poor old Boz was bemoaning the fact that most of the things he enjoyed in life were off the menu for the time being - including his beloved trials driving activities!

Some weeks later, with the end of term Camel Classic fast approaching, I remembered the conversation with Boz and called him to suggest a convalescence weekend with me in the Troll on the understanding that I would drive steadily on the trial so as not to over excite the recovering patient!

Well we had a great weekend, Mike Chatwin was down to the wire for the 1995 "Wheelspin" and along with Anne and Jim Templeton we, as Team Troll were there to give Mike our support; he went on to achieve his Wheelspin Trophy win.

For the 1996 Exeter I had my daughter Emma along to help me take a Gold and celebrate her birthday (4th January) in the now time hallowed fashion. Next up was the excellent 1996 Trial ol the Year, Clee Hills and again Boz was keen to passenger for me.

We had enjoyed a good run together on the Camel and made a really good start on the Clee taking an immediate advantage from the first section. I remember after Farlow Bank suggesting that we should team up for the season and have a go at getting in to the Wheelspin top five. As the trial progressed we had a commanding lead six points clear of Paul Bartleman; it was in the bag, all I had to do was clean Meadowley Wood and I would take my first overall win on a one day trial. I came up to the re-start and Boz's facial expression was excruciating! I had stopped with my front wheel against the tree root! Well for a man with a heart condition I'll give him his due, he really tried. But despite all Boz's efforts, 110 bhp and the full extent of my Anglo Saxon vocabulary nothing was going to get the Troll moving again. We dropped eight marks, we dropped from first to fourtth, we dropped into oblivion!

I gave the North Devon Exmoor a miss and turned out on the non-championship Cotswold Clouds with my son Liam where we had an excellent day finishing seventh out of a class of twenty four.

Back to the championship Boz and I went up to endure probably the worst

weather experienced in recent years trialling on the White Peaks. Nobody who took part that day will ever forget the horizontal snow, icy rain or high winds. Sadly the route had to be cut down due to extensive delays so with several clean sheets the results had to be decided on the timed special tests. I really went for it but was beaten on the second test by Dean Partington who won the trial overall. I think everyone was pleased when it was all over and we could go home to thaw out.

Already it was March and we travelled down to Devon for the Torbay Trial. Boz and I had another really enjoyable day we were well out of the points.

I always enjoy the Chase Clouds and this year's offering was well up to standard. Boz and I were on another "blinder' dropping only two points on the incredibly steep Pheasants Rise cleaning everything else on the day. Reversing down Pheasants Rise caused a drama when I dislodged a tree stump which followed me down the section and hit me!

On the first timed test at Curborough I stripped the reverse gear during an over-enthusiastic attempt at the test. Undaunted, Boz and I pushed the Troll back over the C line; we recorded slowest time of the day but were still in with a chance on the hills. The second timed test proved to be almost as much fun as the first. We had to start in reverse uphill! With its engine running Boz and I stood either side of the Troll each with a shoulder against the rollover bar. I shouted "now" and the marshal started his watch. We heaved the Troll back up the hill over the crest and B line, I jumped into the cockpit but my right leg was still over the side, I had no control! Slowest time of the day but we were still in the trial! We were finally rewarded with second in class, fourth overall and the memorable Platts Handles team award. Another great fun day out!

Silverton ran their challenging Exe Valley Trial at the end of March. We had a good day dropping only one point placing us second overall to Julian Dommett who enjoyed his second successive outright win of the year.

Easter was now on us again so Liam and and I set off on the 75th Lands End Trial, always a great adventure in the Troll, it's a nine hundred mile round trip for us. "We've got to win this Dad," said Liam as we set off down the driveway on Good Friday afternoon; twenty two hours later we had done just that! When I finally retire from trials driving the 75th Lands End will be one of my sweetest trialling memories. I love storming up Darracott, Cutliffe Lane, Crackington, Blue Hills and the Penzance promenade driving test takes me back to where I started competition driving thirty years ago on Morecambe promenade, yes I am a romantic!

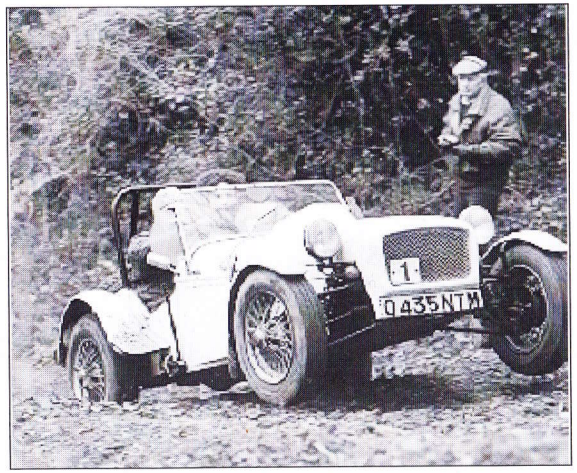
Finally before the summer break Boz and I took the Troll across to the Forest of Dean for Ross's end of term Kyrle Trial. Always a challenging event this but we had another good day out dropping only four marks. Bill Foreshew took the win with only two marks lost and Stephen Bailey surprised even himself taking second overall with a loss of only three. We were delighted to follow Stephen

home in third place, it's a long time since I've seen a man so pleased with himself!

We hadn't really taken much notice of the championship scores during the first part of the year but talking with Richard Dawe late summer he told me that I was leadingthe "Wheelspin" from Paul and Julian so now we really had to make an effort!

September saw Boz and me back together in the Troll for Holsworthy's Taw and Torridge Trial. The day was fairly dry and we had a clean run with the exception of"Haytown". The ten marks lost here put us well out of contention but both Julian and Paul did very well on the day so we guessed that our summer's advantage had evaporated.

On for a second MCC Triple, Liam and I set off on the Edinburgh Trial fromToddington, only twenty miles from home! We went well until we reached "Hagg Side". I contrived to stop too deep in the re-start box with my front wheel against a rock step. The Troll remained steadfastly fixed under the evil smirk of marshal Ian Bates as my Triple drifted away up through the trees in a cloud of tyre smoke!



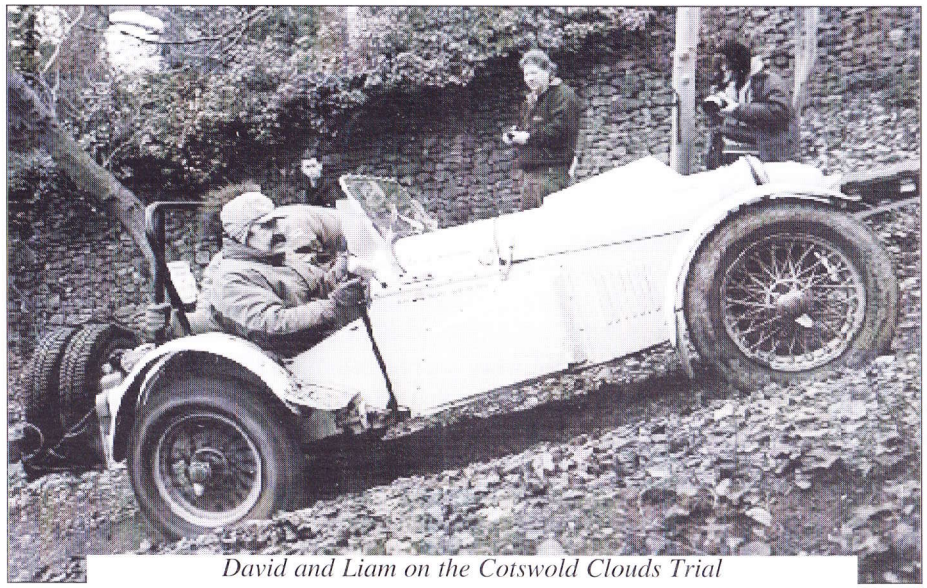
Video snatch of David with son Liam
Michael Leete

The next outing was Minehead's 25th Anniversary Exmoor Clouds Trial, one ot my favourites. This year the trial was extended to take in a night run starting after midnight Saturday and finishing late on Sunday afternoon. Unfortunately Boz couldn't passenger for me so Liam came along as last minute substitute. The weather was less than kind delivering a steady soaking throughout the event and causing the cancellation of three of the night time sections. We failed "Hartford" but when we reached the Pin Quarry section after the Special Test the marshal informed us that no class eights had made it off the re-start, Dud Sterry having done best taking a four. I stopped square across the re-start line; the Troll bit in and began its relentless climb to the section end, we'd cleaned it! At last I had won a one day trial and on points but my low score of six was only just enough to beat Anne's eight. It was a great day for the Trolls playing on home ground.

The following weekend Boz and I made the long trek down to Cornwall for the Tamar Trial. I never seem to get to grips with this event although I do enjoy the challenge. We ended up a distant sixth in class but we were pleased that Adrian Dommett with Emma in the 100E Special had finally beaten us, something they had been threatening to do all year! Mike Chatwin had an almost faultless day to take the premier award, both Julian and Paul had beaten us so we guessed that we might now be slipping away in the points tables.

For some years I hadn't bothered with the Hardy Classic finding it not particularly to my liking in its earlier years. Now it was essential to take in the event and what a pleasant surprise we had. The road route was really enjoyable and there were some challenging sections We dropped only one mark on "Knowle Lane". Dud Sterry took the premier award over the other two clean sheets of Brian Cope and Graham Brasier. Paul had also dropped just the one mark but we had beaten him on time; Julian had dropped two, perhaps we were reeling them back in again!

If the White Peaks had been the coldest trial of 1996 surely the Allen had no serious challenger for the wettest! The Wheelspin Championship was now just between Julian Domett and us. Well we had a really rotten day, the rain started shortly after we did and never let off even for a minute. My trials coat has never failed me in four years but it gave up the ghost on the Allen! We were wet, cold and miserable. We dropped eight marks placing us seventh in class and thirty first overall! Julian had won so we guessed that was it for the "Wheelspin" and splashed our way home looking forward to enjoying a really good thrash on the Camel Classic.



David and Liam on the Cotswold Clouds Trial

Michael Leete

The Camel for us is always a bit special, and this year it was to be the "Wheelspin" decider. Julian and I were both now dropping scores and each had to finish higher than fifth overall to affect the final outcome.

The Camel is no respecter of experts, annually extracting scores equal to half a seasons total in its demoralising fashion. Apart from dropping an unnecessary point on "Bishopswood 2" where we suffered a jammed open carb butterfly, the early sections went reasonably well. Then on "Pawton" the Troll seemed to drop onto three cylinders. Our climb was agonising, I coaxed the sick machine away from the re-start and we popped and banged our way to the top of the section just making the sharp right turn to the clean. We dropped back and drove out beyond the top of the section with heavy hearts to investigate the misfire. Amazingly all that was wrong was that the front carb had partially ingested its air filter seal which I must have dislodged when I freed off the butterfly on Bishopswood, we were back in business! We continued without further mechanical problems and had good day with some exhilarating climbs. Totting up our scores we reckoned to have lost somewhere in the mid twenties, was it good enough? We didn't have to wait long for an answer, when we assembled for dinner in the evening we learned that Jon Robilliard had won the trial with an amazing loss of only twenty points, Mike Workman was second on twenty four and we had made it into third with twenty five. Poor Julian was out of the top ten the steep Camel sections not suiting his low powered Dellow, Boz and I had taken the "Wheelspin" in a nail biting finale to what had been for me a tremendously enjoyable trials year.

At the end of these things it is customary to thank all the supporting role players soI must mention firstly Peter James for designing such a magic little trials car and JimTempleton for persuading Peter to sell me the kit of parts which enabled me tobuild my Troll in the first place. I have to thank Julian Dommett and Paul Bartlemanfor giving me such a run for the "Wheelspin" and I have to thank my son Dam forgiving me the Exmoor Clouds win and helping me to take the Field Trophy on theLands End.Most ot all I must thanks John Boswell who brought so much fun and laughter intothe passenger seat that I was never under pressure throughout the season andtherefore able to relax and succeed where I had so often failed in the past.

The MCC's Exeter Trial

Report by Andrew Brown

Apology Number One: Please excuse the boyish enthusiasm with which this report is written as it was only the second event of my 'reintroduction' to trials after more than two decades away. Although the regular ACTC competitor may regard the three MCC Classics as rather a lot of effort for not much trialling, to the novice they are still a big adventure especially to those like Roger Stanbury, my regular passenger, more used to the gentler events of the VSCC where they allow competitors to take to their beds between the two days of competition. Although we'd collected our first MCC Gold on the Edinburgh we were only too aware that it had been the easiest for years, and that the Exeter would be the first real test of our skills.

Apology Number Two: When I chose to start classic trialling in a Marlin I didn't realise that I'd made a controversial choice - a 'Car In Crisis'. I suggest that all those who think Marlins have some sort of unfair advantage over other Class 7 cars should look at the Exeter Results - Marlins figure in all categories of award, from Gold to Non-Starter, in almost direct proportion to the number of entrants.

Cirencester, 3.45am. The normal assembly of bizarre-looking individuals to be seen at the start of any trial, with a positive convoy of Stroud MC members including four Marlins running more-or-less in line. An uneventful night run, with the interminable grind down the A303 causing the eyelids to droop a bit, followed by a slightly pointless 'scrutineering' at Chard. Did a scrutineer lift a bonnet all day?

Cricket St Thomas, 7.15am. It's still dark as we park. Isn't that Jack's car with a gently steaming bonnet? Roger and I sign in and split our allegiences. He's off to consort with Jones and the MGCC crowd, I'm off to find the lads from Stroud. No, Jack doesn't know his car is steaming. He departs and returns to report a split top hose. I decide that I can face Crinkley Bottom's version of the 'Full English Breakfast'. (I didn't recover from my first Salt Box breakfast until well after Putwell 2.) I suppose we'd better take the hood down or perhaps it can wait until we're ready to go as it's now snowing lightly. At least that way we'll be able to keep the seats dry.

Gatcombe Lane, 9.15am. No problems here, a bit like Agnes Meadow on the Edinburgh really, a nice gentle section to start the day. We pass pleasantries with the local dog-walkers who seem quite happy dodging the cars.

Normans Hump/Clinton, 9.45am. I'm sure I'll remember the difference between these two when we're next back there but, for the time being, they're an amalgamated blur. We hear the usual pre-section horror stories - Peter Jones recalling the first time he tackled Norman's Hump in the dark and thought the restart marshal's flashing torch was an aircraft landing light. The surfaces don't look too bad and we let the tyres down to 10psi - no point in provoking a punc-

ture this early in the trial. The right-hander at the bottom of Clinton causes me a 'moment' when I over-cook it and head for the trees, but we storm both restarts without problems. The loose surfaces seem a bit like the Edinburgh hills. So far so good.

Waterloo, 10.30am. Not been here before, but I've seen photographs and it's supposed to be easy isn't it? We'll try at 10psi again. Off the line, round the first corner. Hey, this is all a bit tighter and twistier than I'd expected! Round the next right-hander and Roger has to start working for his ride. What's that strange sound? It's definitely wheelspin, but we clear the section without serious problems and make a mental note not to approach Waterloo so nonchantly in the future.

Exeter Services, 11.30am. I'm not sure which is the stranger sight. Is it the MCC competitors in full trials gear, or the look of horror on the faces of the public when they realise that these apparitions might actually be joining them in the restaurant? We chew-over the morning. We're all clean so far but there is general agreement that it hasn't been easy and the weather looks decidedly worse in Exeter than it looked further east. I can't face more food, so make a pot of coffee last over an hour until we manage to persuade the control marshall to let us leave a few minutes before scheduled time.

Tillerton, 1.30pm. An icy descent and a handful of frantic marshals. The locals are, apparently, in revolt at the Trial blocking the road. We descend gingerly to the holding area collecting an information sheet about the Torbay video. An added incentive to a spectacular climb? There's a general murmuring about Tillerton being more difficult that usual and both Tim and Paul are letting more air out of their tyres even though they look totally flat already. I make a fatal error of over-confidence, or naive inexperience, and stay at 10psi ignoring the fact that Tillerton is wet and slippery whereas the earlier hills were just loose.

We're at the Section Begins board. Looks rocky. We're off. It IS rocky. There's the R boards - "high and right" was the advice - we're stopped. The flag drops, the engine races, the wheels spin, the car edges forward, ... and stops. I admit defeat and reverse back to the start. The other three Stroud Marlins clean the hill so I'm carrying the wooden spoon. O/S rear tyre seems a bit soft. Shall we change it now or at Fingle?

Tillerton Postscript: We're re-inflating tyres on the failures route when a local dog walker stops to chat. The following to be read in a rich Devon accent: "Must be difficult this year, I've lived here 20 years and I've never seen so many cars coming this way round.")

Fingle Bridge. 2.15pm. The tyre seems OK so we ignore it. Through the diff test and up the hill with no problems. Still a bit depressed about registering one Fail already and Wooston, Simms and Gabwell still to go. Through the special test and on to Wooston where a hand-written sign and fluorescent arrow inform

us 'Section Cancelled'. We join a long queue of cars to arrive eventually at the marshals who get my 'Dedication To The Sport' prize for the day - stuck on the top of a windswept hill with nothing else to do for six hours except release competitors at one minute intervals. My adrenalin level starts dropping for the first time in 20 hours.

Clifford Sheds. 3.00pm. Where's Line B? Around THAT corner? The flag drops. I stall the engine and my adrenalin level rises. I take two bites to get to Line B and my adrenalin level is back to normal. Reverse, forward, round the tree, and off. The time will be awful but I can't see anything in the instructions that makes my errors a 'Fail'.

A bleak bit of moor. 3.30pm. On the highest and most exposed section of the route so far, with the wind whistling, and snow and ice all around and as far as the eye can see, the O/S rear tyre finally gives up and we have to do a change.

Pepperdon. 3.45pm. From checking the route card against the OS Map, this looks like a tarmac section. We let the tyres down but are still a bit too laid-back. I place the car far too carelessly on the restart and we really have to 'work' to get it off the line. Shows that the Clerk of the Course knows how to catch out the unwary.

Simms. 4.45pm. After what seems like hours crawling along lanes covered in sheet ice we finally arrive at the back of the inevitable queue for Simms. At one point I thought there was an outside chance that we'd gain enough time to tackle Simms in daylight but now I realise there's no chance. Horror stories abound with rumours flying that no one's cleaned the hill from the restart. As we inch closer, car after car returns with brake lights glowing. Finally it's our turn and my first section (ever) tackled in the dark. We round the corner and the head-lights illuminate the rock slabs in the distance. The restart flag drops and we stay almost motionless. With difficulty we struggle out of the 'box' but it's clear we're going no further. Oh well, have to settle for a Bronze I suppose.

Higher Gabwell. 5.45pm. Nearly there! There's no queue when we arrive at the start of the section. No messing this time and we're down below 8 psi although the surface looks reasonably firm and hard. We round the lower bends without any problem, although I don't envy the Class 8s their restart, and floor the throttle on the narrow straight up through the trees. The momentum carries us up and over the final climb and onto the concrete 'platform'. A storming climb and I punch the air in jubilation at finishing.

Oswalds and Trecarn Hotels. 6.00pm. We're amazed, and delighted, to realise that we've finished bang on time. Perhaps it was just as well that two sections were cancelled. Plenty of time to drown the sorrows and toast the successes in the bar before a quick bath and off to the Club Supper. The general consensus seems to be that it's been a good day and we certainly know that we've been on a trial. Only Gatcombe Lane could really be considered easy and the weather definitely added an 'edge'.

...and more Exeter

Report by Muddy Fox

Its funny how all your friends and relations call up in the first week of January and say ".....you're not seriously going to ride all night in this weather are you?" Well, we did, along with about a hundred others. Cold it certainly was, but the roads were dry during the night; Gatcombe Lane provided the clues to what was coming - dry with frozen ruts. Normans Hump claimed a few, including Old Spot Piglet. Shock horror, but then Duncan did admit he hadn't let his tyres down and although dry, it was slippery. Fortunately for him no other Class E made it either. Clinton was rough but again dry for the most part, although the steep second part caused a few problems amongst the outfits. Waterloo had the frozen ruts and care was needed on its many bends; Stretes had been cancelled in advance, apparently the approach track was covered in thick ice, the same problem ultimately leading to the cancellation of Wooston for the cars, although all the bikes had a go.

Breakfast at Exeter services also meant an extended break, due to the shorter route, so a little shuteye was possible. The local constabulary were busy removing a 'gentleman of the road', odd really - he looked better dressed than most of the riders!

On to Tillerton - by this time it had started to snow gently, covering up the surface of the roads so that it wasn't possible to tell what was tarmac and what was ice. Still, you found out soon enough. Tillerton was quite tricky - because there has been so little rain the surface was covered with a carpet of frozen leaves. Rather exciting - it caused a couple of retirements. Fingle was its usual long but friendly self, the special test at the end providing almost too much grip. Wooston had ice over the approach which necessitated taking to the bushes to avoid it, but the section was just frozen ruts. Celia Walton was unlucky enough to come off, twisting her ankle badly. Pepperdon was a tarmac hairpin, obviously designed to catch the cars out. Simms for the early numbers was covered with snow - quite interesting really, it is quite hard to pick a line when it all looks the same!

On to Slippery Sam, the approach lane was lethal - packed snow on a steep downhill, John Beaumont cracked a rib or two (although went on to take a Gold) and several others came off. The section, of course, was no problem! On to the finish at a welcome early hour, time for some warming fluids and back to Simms to watch the cars having a bash.

Grateful thanks to all the marshals; everyone knows that trials motorcyclists are a spoke short of a full wheel, but to volunteer to stand out there and mark our passage, well, beyond words. The results make interesting reading too; 63 Gold medal awards across 13 classes, of which 26 (42 percent) were to solo riders. Too easy? Well, not in that weather, but it makes you think.

...and yet more Exeter

Report by Anne Whellock

The image of the 1997 Exeter that will stay with me forever is of the water fountain in the entrance courtyard to Cricket St. Thomas breakfast halt frozen solid and lit up so that you could make no mistake and see clearly that it was frozen solid. I passed by it on my way out to collect our control card at 6 a.m. and continue on our icy way to Torquay as some saloon car competitors turned up . They were dressed in tee shirts and shorts because their heaters were working too well in their nice cosy cars with roofs and I was waddling around with seven layers of clothing on. The engine and gearbox on our Austin 7 two seater open top sports model might be right next door to my right and Tim's left foot but that is about all that manages to be kept warm.

Out of the 329 competitors listed there were 66 non starters. Is this a record? 23 of the non starters were from the Class C motorbikes. Can't say I blame them. The next highest number of non starters were from Class 8. What's the matter with them? There were 31 retirements - just over 10% of those who actually started.

Two sections, Stretes and Wooston Steep, had to be cancelled due to the treacherous icy conditions on the approach. The Exeter organising team are not afraid to do what is necessary to keep the Trial moving and they are to be congratulated on a first rate Trial with very little delay which is just as well. They could have caused competitors to start freezing up like the water fountain at Cricket St. Thomas if they had to wait in a queue for a section for too long.

Our steering had deranged itself by the time we reached Tillerton. Frozen solid icy sections play havoc with lightweight delicate pre war axle arrangements. Didn't need much steering to get up Tillerton, just hop up on the bank on the right hand side then jump across to the bank on the left hand side keeping out of the rut up the middle and with foot to the floor and a bit of bouncing you're there. The approach to Tillerton was difficult but made easier by efficient marshalling. Ice down one side created a bit of delay as we all crept gingerly down the lane to be masterfully held in a holding control. 18 bikes failed Tillerton as did 71 cars of which 4 were terminated.

It was like driving looking through the bathroom window all night and all day. Even the antifreeze was freezing. Great care had to be taken at Fingle where all the facilities, including the pub, were frozen up. Two motorbikes and nine cars failed my favourite section in the woods which normally doesn't catch anyone. I nearly stuck to the ground and Tim nearly stuck to a tree as we took advantage of a lull in the proceedings in the woods up the top.

A total of 22 gold medals were awarded (plus 8 class awards) to the car classes even though only 17 cars cleaned Simms, one of which was us; the first time our Austin 7 has ever gone clean on the Exeter. Two climbs on Simms on the Torbay Trial last March paid off. Thank you Torbay Motor Club.



Tim and Anne Whellock on Siims (Torbay Trial 1997)

Jenny Vowden

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The Midland Auto Club's
Clee Hill Trial

A History by Pat Toulmin

Background and Origins

According to CAN May in 'Wheelspin', his excellent book on pre-war trialling, the Clee Hills area was first used in late 1937 "the same weekend as the Gloucester", by the newly formed Hagley & District Light Car Club (H&DLCC). He does not mention what this trial was called. However in January 1938 H&DLCC ran what was stated to be their "annual Winter Trial" over what "proved to be a very difficult course". There was a total of 28 entries in 2 classes - Class A was for sports cars and Class B for touring cars. The trophy for the best performance of the day - the Whittington Cup was awarded to T N Clare (Frazer Nash). This trial was run again on 29th January in 1939. This time there were 23 entries, starting from Kinver with a lunch halt in Bewdley. The Whittington Cup this time was won by J Terras (939cc MG).

There is no evidence that the H&DLCC Winter Trial became the Clee Hill Trial, indeed the Winter Trial was run in its own right on the 4th December 1949 in the Clee Hills area, starting from Bridgnorth and "everyone failed Meadowley Wood". On the 3rd December 1950 the H&DLCC ran 'The Shropshire Trial', which was most probably the renamed Winter Trial, as the Whittington Cup was awarded for Best Performance to J D Sleeman. The Shropshire Trial ran again in 1951, on December 2nd, and was won for a second time by J D Sleeman. In 1954 and 1955 The Shropshire Trial was combined with a Rally and again ran in early December. It appears that in 1957 HD&DLCC changed this trial to a production car trial - The Shropshire Production Car Trial, which was won by R H Stretton (Fiat 600).

The Clee Hills were also used pre-war for trialling when in the winter of 1937 the Midland Centre of the MG Car Club decided to organise their first trial. The event ran on the 13th February 1938 and was won by the 'Grasshopper' Austins . The current Clerk-of-the-Course's father participated in the event.

The Clee Hill Trial - the Early Years

The H&DLCC's first Clee Hill Trial was run on Sunday 2nd February 1947. CAN May in his post war book 'More Wheelspin' tells of the fierce rumours prior to the event that the hills were to be very severe. It was planned to use a 'figure-of-eight' course, with the two loops meeting in Cleobury Mortimer. However the weather was to put paid to all of the best laid plans. It began to snow heavily the previous weekend. An emergency committee meeting on the Wednesday decided to carry on and by Saturday this was judged to have been a good decision, as the roads were clear. However it began to snow again and during the night strong winds built up heavy drifts. Despite the fact that a "full-scale blizzard was in progress" at the time of the start 34 of the 54 entrants managed to struggle there, one driver suggested that medals should be awarded

for getting that far.

It was only possible to run 3 of the planned 8 sections, and "in addition a section of the main road (actually a bus route) was used for a restart test". It is reported that several competitors even failed this. The Autocar reports 'considerable' confusion over a second lap of the course, such that only 6 or so competitors completed it. CAN May was able to shed light on the situation. There was "serious trouble" on the descent from Ron Hill back to the village. A Morris Eight had slid out of control, without its driver but with its passenger and hit another vehicle.There was not much damage to either car, but it was decided that the approach was dangerous and the section was cancelled. A messenger was despatched but he was not able to stop all competitors, thus causing the confusion. F K C Wharton won the Club Cup and by the time the competitors reached the finish at Tenbury the snow had stopped and "even a little weak sunshine filtered through".

After such an eventful beginning H&DLCC had to wait until 1949 to run the Clee again because the basic petrol ration was withdrawn. The 1949 event was on the 6th February, when "trials champion K Wharton, newly returned from the Monte Carlo Rally was narrowly beaten by L J Oliver". There were 47 starters and no clean sheets; the hills were mostly grass on frozen ground.

The weather continued to influence the Clee during the '50s. In 1950, on the 5th February the weather was "almost a trial organizer's dream, a brilliant, sunny morning following a week of storms". However an overnight frost misled the organisers into thinking the hills would be easier than they eventually were when the frost thawed. Nordibank 1 and the Yeld proved unclimbable and only two competitors, including the eventual winner, Ken Wharton, climbed Long Lane. To top it all the afternoon was wet and the last hill - Meadowley Wood - looked as if it too would be unclimbable and indeed stopped all but 6 drivers. H&DLCC were commended by The Motor for producing the results, at the finish, by 7.30pm.

1951 was a year of torrential rain and gale force winds, probably accounting for the 12 non starters, but 62 crews braved the weather. The rain was so bad at the first hill - Short Longville - that the marshals feared no one would even get to the start. The Yeld again stopped everyone, despite the fact that "tyres were let down till many cars seemed to be right down on the wheel rims".

For the 1952 Clee the RAC included the trial in the BTDA Trials Championship for the first time and it "provided all the hazards that the most hardened mud-plugger could wish for". Again the weather played its part with snow and frozen mud, thawing in the afternoon. The course was a figure of eight, based on Bridgnorth, so the hills were worse for the people tackling them in the afternoon - Meadowley was climbed by 9 drivers in the morning, but none after lunch. There were only 48 entries and maybe this would have been more if the announcement of championship status had been made earlier than the day

that entries closed !

1953 seemed to be a year of 'bumps', firstly on two of the new hills round the Golf Course, the Rough and the Bunker, which the Autocar thought "were probably the most amusing to watch, but were very tricky indeed and demanding almost limitless power. Two whacking bumps started the Rough, followed by a bank on which car after car failed within feet of the top, and on the Bunker, which was almost a continuation, scarcely a car got more than a third of the distance". That the eventual winner, B J Bodenham (supercharged Dellow), alone lost no marks on the whole trial was seen as "a most remarkable piece of driving". Later in the trial "Meadowley provided a study in expressions as cars made a real flying start from the road over a 2ft bump before landing in sticky mud".

The snow returned for 1954, this time it was thawing and "turned most of the observed hills into a mixture of slush, mud and ice". Many competitors had difficulty in getting to the start and "the sight of specials being unloaded from trailers because the towing vehicles could not cope on the icy main roads was a common one on the routes leading to Ludlow" The tie deciding test was "held on an ice-bound car park, with entertaining results". For the first time a ladies award, The Angel's Award, donated by the Angel Hotel, Ludlow, was presented to Mrs M Lowe (1172cc Dellow S). The event finished at this hostelry and the Motor thought that H&DLCC "set the seal on its organization by handing out full cyclo-style results within an hour and a half of the last man checking in".

In 1955 the weather was quite different, being spring-like, dry and sunny, which brought out many spectators. However there was still plenty of mud and "all the hills were tricky and called for good driving". By 1958 the Clee was becoming much more like a Sporting Trial of today. The trial had always attracted a large number of 'specials', such that in 1953 The Motor felt it necessary to comment that it was refreshing "to see a 'real' car amid the customary assembly of specials" (the car referred to was a 1924 Riley Redwing). The 1958 trial was "on a static site and 30 sections were observed". At this time the cars still had to be road legal, as in 1959 when the Clee started from the Stewponey Inn, Kinver at 10.30am and "drove to a static site about 3 miles from the start".

In 1963 it is claimed that 'history repeated itself' with the trial being held on 3rd February in spite of the freeze up. Enthusiastic marshals spent the day before clearing snow off the sections and H&DLCC were 'to be congratulated on its press-on spirit in magaging to hold the event'.

By 1964, it appears that the transition to a sporting trial was complete, a feature in the Autosport clearly shows the cars with 'fiddle' brakes and cycle type front wheels. By this time the trial was held on a single site in Wales, near Presteigne. Later the Clee Hill Trial was renamed the Geoff Taylor Sporting Trial, in honour of one of H&DLCC's personalities, and this trial is still run today by the club.

The VW Years

The Volkswagen Owners Club of Great Britain (VWOC) reinstated the Clee Hill Trial in 1980 as a classic reliability trial, organised by Simon Woodall and Ken Green. Motorsport for VWOC was going through a lull at the time, "the death of the Beetle in road rallies" meant that a new sporting outlet was required. The fact that Simon had spent a lot of time in the past wandering the Clee Hills with a copy of 'Wheelspin' and a map in his hand, had classic trialling in the genes; and that Beetles are ideally suited to trialling meant that the decision to run a classic trial was an obvious one.

The event was promoted in conjunction with the MCC, Chester MC, Stroud & District MC, the SODC and H&DLCC and was a round of the David Paull Trophy Trials Championship. It had been the intention to have the start in a municipal car park in Bewdley, but in the event the start was from the Running Horse Pub west of Bewdley and the finish was at the Acton Arms, Morville. Meadowley was in fine form, as usual, and there were no cleans. According to VW archives several of the competitors on the 1980 event had also entered in 1950.

For 1981 there was "misty rain at times" and the famous CAN May was one of the Stewards. The name was changed to the Clee Hills Trial, it had been Simon's intention to use the plural in 1980, but a typist's misunderstanding kept it in the singular. The following year the trial was a round of the VWOC's Classic Trials Championship. The event was not run in 1983 - the trial had been awarded championship status by the recently formed Association of Classic Trials Clubs' (ACTC) and this was the ideal opportunity to return the Clee to its traditional time of year January / February. There was insufficient time to make this change for 1983.

For this first ACTC championship year (1984) "snow made conditions interesting" and the overall winner Tim Maynard in his Dellow was the only driver to clear Farlow. For this event the ACTC Trial of the Year Award was won, 'rightly' so according to David Alderson, but he goes on to say that in 1985 weather conditions were against the organisers. They were "frustrated by the sharp frost and a couple of over enthusiastic adaptions of already naturally difficult sections". A thaw later in the day caused quaqmires at Munslow Dean and Turners's Hill. The club was congratulated for showing "an excellent video of the day's proceedings" at the finish. Mac Hazlewood (1489cc Dellow) was first overall and David Alderson (1258cc Beetle) best VWOC.

1986 was another good year for the Clee. The ACTC Trial of the Year Award was won again, by 10 points from the Tamar Trial, with the Chase Clouds Trial coming third. The Four Wheels Out magazine of February 1987 states that the Clee Hills was a worthy winner with "its combination of winter weather, unclimbable sections, historic hills, first class organisation and marshalling". Mac Hazlewood won the trial outright for the second year running.

For 1987 snow was great threat - "just seven days before Shropshire and North Worcestershire were covered in deep, deep snow". Hungerford was covered with a ten foot snow drift and the council's snow plough had dumped snow from the road at the top of Longville onto the section. However Simon's prayer for thaw arrived in time and the snow bound hills became covered with "welcome mud", although the drift at Hungerford stopped this section running. VWOC's novel idea of running ad hoc teams, chosen by the organisers, was very successful and brought together "unlikely combinations". This award was won by John Sargeant, Brian Mitchell and Richard Penhale.

But in 1988 the snow won! It began to fall heavily on the Saturday while the pegging of sections was in progress and eventually the VW Pickup truck could not get to the bottom of sections. The decision was made, at 3pm, to cancel the trial. However as 'luck' would have it it rained during the night. Unfortunately it was too late to reinstate the event, but Simon and about 12 local drivers organised what was referred to as a 'raid'. They tried the sections for fun and had a great time swopping cars. Luckily 1989 did not suffer the same fate and was described as a "muddy affair".

1991 perhaps heralded another change for the Clee - Simon Woodall was finding that pressure of work meant less time for organisation and the trial was not run. There was a 1992 event, but by this time Simon was actively looking for another club to take on the responsibility. Brian Cope, a Midland Automobile Club (MAC) member, keen triallist and ACTC stalwart, suggested to Jonathan Toulmin that the MAC take over the event. The MAC committee proved keen to add a classic trial to their range of activities and the club first ran the trial on 18th September 1994; various negotiations and other circumstances meant that the trial could not be run in 1993. Brian was unable to assist so Jonathan ran it with a great deal of help from Allin Penhale among others. The weather was glorious, with hot sunshine, but luckily the preceding week was very wet, so the hills were challenging and the ford at Strefford almost unpassable.

The 1994 event was won by Dave Smith in an MG Midget and the Ladies Award by Adrienne Alderson. A new class, with a shortened route, leaving out the difficult sections was introduced for MAC members driving standard road cars. This class was won by Graham Austin in a Reliant Kitten, with 8 year old son Stuart as bouncer. ACTC championship status for the Clee Hills Trial was regained, but this meant another break in 1995 to again return the trial to January.

In 1996 Clee was run on the 21st January and the Fray Challenge Cup (for Best Performance of the Day) was won by Paul Bartleman in a Ford Escort. The results were close and three other drivers could have won it. A little snow at the start was sent as a reminder of previous years.....

The MAC were awarded the 1996 Trial of the Year Trophy on 5th January 1997.

	Class	Marks	S/T time
David Spraggett	1	98	90.00
Arthur Jones	1	107	100.00
Derek Pearce	2	53	51.00
Barry Clarke	2	63	64.00
Bill Faulkner	2	68	52.00
Sebastian Welch	2	71	60.00
Roger Reed	2	73	54.00
Simon Price	2	73	57.00
Winston Teague	2	73	65.00
Seymour Price	2	73	69.00
William Bennett	2	73	76.00
Adrian Dommett	2	74	100.00
Peter Treliving	2	78	83.00
Jonathan Miller	2	85	100.00
Ian Blackburn	2	94	90.00
Martin Wyatt	2	104	62.00
Ian Williamson	2	Retired	
Brian Gray	2	Retired	
Paul Bartleman	3	47	53.00
John Bell	3	69	85.00
Derek Tyler	3	84	95.00
John Blakeley	3	91	90.00
Tony Branson	3	92	85.00
Derek Reynolds	3	115	100.00
Neil Bray	4	66	57.00
Murray MacDonald	4	68	83.00
Mike Stephens	4	69	96.00
Simon Robson	4	73	66.00
Richard Peck	4	90	86.00
Dennis Greenslade	5	68	66.00
Derek Chatto	5	70	49.00
Graham Brasier	6	49	52.00
Mike Hobbs	6	54	68.00
David Sargeant	6	59	67.00
Michael Leete	6	66	76.00
John Sargeant	6	72	100.00
Terry Ball	6	Retired	
Neil Forrest	6	Retired	
Geoff Margetts	6	Retired	
Roger Bricknell	7	26	46.00
Terry Mattin	7	40	54.00
Julian Dommett	7	41	40.00
Adrian Marfell	7	42	62.00
Jason Collins	7	60	64.00
Robert Hodgkinson	7	62	68.00
Roger Pole	7	63	45.00

	Class	Marks	S/T time
Andrew Brown	7	67	75.00
Roger Hooper	7	71	100.00
George Edney	7	73	83.00
Peter Davies	7	Retired	
Mark Brett	7	Retired	
Mike Webb	7	Retired	
Mick Workman	8	33	99.00
Mike Chatwin	8	34	136.00
David Alderson	8	35	75.00
Dean Partington	8	36	69.00
Simon Woodall	8	38	77.00
Ian Davis	8	45	81.00
Tony Rothin	8	46	74.00
Stuart Harrold	8	54	105.00
Anne Templeton	8	54	138.00
Peter Keightley	8	56	78.00
Mac Hazlewood	8	57	75.00
Peter Fear	8	58	77.00
Tony Young	8	63	100.00
Mike Pearson	8	79	76.00
Roland Panes	8	79	86.00
David Bache	8	83	104.00
Andy Curtis	8	88	105.00
Martyn Smith	8	Retired	
John Parsons	8	Retired	

The North Devon Motor Club's
Exmoor Trial



Brian Alexander coaxes his indomitable Fiat up Beggars Roost

Tim Whellock



James Clark and Anthony Rider climbing Beggars Roost in the Dellow

Tim Whellock



Angus Stewart retreats from harms way as the outfit of M. Crocker/G. Abbott returns to the bottom of Sepscott

Richard Dawe



Keith Lee heads the queue for the Halsinger special test

Richard Dawe



Geoff Westcott and Dick Hutchins on Beggars - brave man is Dick!

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	Class	Marks	S/T time
Ian Glover	A	0	21.62
D Latham	A	12	21.77
Ian Latham	A	12	26.44
Paul German	A	17	29.03
R Lidstone	A	23	23.34
S Neumann	A	36	14.78+F
M Deslanders	A	Excluded	
T Garness	A	Excluded	
John Summerhayes	B	0	22.00
Dave Chick	B	0	23.16
Richard Thompson	B	0	23.37
S Ducker	B	0	26.84
Mike Spence	B	0	32.62
Buster Griffin	B	0	10.65+F
Richard Dawe	B	5	26.54
Alan Woolgar	B	6	22.32
T Collins	B	6	23.00
Dave Mason	B	9	26.22
Howard German	B	10	28.71
Colin Lidstone	B	12	26.44
J Chick	B	18	22.00
Mike Burke	B	19	10.13+F
C Smith	B	22	29.88
Richard Muchmore	B	24	30.51
Mike Holden	B	24	35.90
R Stanbury	B	51	24.79
Dave Milton	B	60	29.75
Keith Beer	B	Excluded	
G Brown	B	Excluded	
Tim Whittle	B	Excluded	
A Smith	B	Retired	
Mike Robinson	C	18	30.28
P Gilbert	D	0	27.43
Keith Lee	D	6	26.09
Mike Crocker	D	15	25.30
Tony Falconer	D	21	25.51
G Westacott	D	24	26.33
J Allen	D	32	26.09
John Hind	D	32	F+13.5
P Lumley	D	44	35.06
Stan Howitt	D	Excluded	
W Holmes	D	Retired	
Dave Haizelden	1	0	41.74
John Lambert	1	35	45.63
Paul Bartleman	3	0	40.50
Greg Warren	3	0	47.28

	Class	Marks	S/T time
Philip Roberts	3	5	50.03
John Bell	3	6	41.27
Ron Grimwood	3	12	42.84
John Blakeley	3	22	52.00
D Tyler	3	35	50.09
Robert Smith	4	0	44.38
Murray MacDonald	4	0	47.56
Roger Hancock	4	0	47.60
Giles Greenslade	4	0	49.25
Richard Ward	4	0	53.15
Brian Alexander	4	5	47.97
D Banks	4	26	49.75
E Pickles	4	27	72.34
T Beard	4	30	48.59
R Thompson	4	43	47.91
P Blackmore	4	Retired	
David Toms	5	0	49.90
Dennis Greenslade	5	7	46.91
M Byrom	5	51	F+24.84
Roger Ugalde	6	0	41.94
Graham Brasier	6	0	42.00
Denis Johns	6	0	44.61
T Johns	6	18	46.46
Julian Dommett	7	0	45.00
Roger Bricknell	7	6	43.78
J Wood	7	11	52.82
Adrian Marfell	7	17	31.18+F
Robin Isaac	7	23	51.71
Ray Easterbrook	7	23	55.84
N Ponting	7	Retired	
Ray Goodright	7	Retired	
Tony Young	8	0	41.09
S Vincent	8	0	42.96
Charlie Shopland	8	0	44.29
Bill Foreshew	8	0	46.69
Stephen Bailey	8	0	47.58
Dudley Sterry	8	0	48.82
P Evans	8	0	49.25
J Blight	8	0	50.40
Barry Corfield	8	0	50.74
Jon Moores	8	6	44.72
J Clark	8	7	49.00

The Torbay Motor Club's
Torbay Trial

Report by Thomas Bricknell

After filming the past three trials, I decided it was about time that I took a more active role. Paul Bartleman was in need of a passenger so we teamed up. This meant yet another early start and I set off in convoy with Roger at seven o'clock.

Once we had endured the usual jokes about brake lights not working made by the ever witty scrutineers, we signed on for the trial and then waited to depart for Section 1, Simms.

Rather than approaching through the village, we looped around the top and came down the failures route used on the Exeter Trial. We were most surprised to see several Escorts parked up in the holding control after failing the hill. Amongst the failures were David and Jan Toms who were unfortunate to break a half shaft right on the crest and score a one. Dennis Greenslade also failed in his Reliant, scoring a four. This was a particular surprise after he made it look so easy on the Exeter. Paul flew up it, as did Mike Workman and then Stuart Deacon who followed us.

Lower Dean was Section 2 and had a tricky restart for Classes 6,7 and 8 on the rock slabs, but most of the lower classes cleaned it successfully.

Baddaford Lane was next with only Class 8 failing in any number due to a difficult restart in thick mud.

The restart for Classes 3-8 was well placed on Slippery Sam, but only a handful failed.

Higher Shells looked a nasty little section from my view in the back, but again, the majority went clear.

Section 7, Pitt Farm, had very deep ruts and if you did not know the hill, it would have been easy to let your tyres down too low and fail from the diff dragging, especially in an Escort.

Section 8 followed a brief lunch break, was virtually flat and in open woodland. The hardest part was turning into the first corner and we took a bit of a detour and mounted the bank. There was also a sharp right hand bend at the one marker. To our surprise, the marshal at the top chased after us to tell us that we had managed to hook 30 feet of chicken wire on our rear bumper as we detoured.

There then followed three hills and two special tests in a neighbouring woodland. The first hill was quite straightforward, but Paul and Stuart Deacon both had punctures at the top. The second hill was much more difficult with sharp flints and deep ruts at the top. We were very satisfied with a clean, but we had another puncture to change.

We watched Stuart from the top as he flew off the start line, but he stripped first gear just before the six. Rodney Burrows was next but he also failed as a spark plug disintegrated at the five.

The last hill in the woods was quite easy but several people grounded on a hump or could not turn and had to give way to a tree, both at the twelve marker.

Northwood was Section 12 and quite a challenging lane with a polished stone surface and several sharp bends, however, there were few casualties.

On to Tipley which had the usual evil restart. Of those who had to stop, only six pulled away successfully. We were the only Escort to clean it but it was a real struggle. Graham Brasier and Julian Dommett also managed to conquer it.

Simms was used again as the last hill and this time we had to start closer to the corner on the Exeter start line. The hill was much more slippery and the step was much enlarged by the restart for Classes 6,7 and 8. We hit the step very hard and shot upwards and failed soon after it, picking up five penalties. Rodney Burrows had the perfect line and was the only car in Classes 1-6 to clean it. Julian Dommett, Mike Chatwin and Dudley Sterry were the only other people to succeed.

Julian Dommett was on top form and won the Overall Award in his Class 7 Dellow. Paul drove well to win Class 3, as did Graham Brasier who won Class 6.

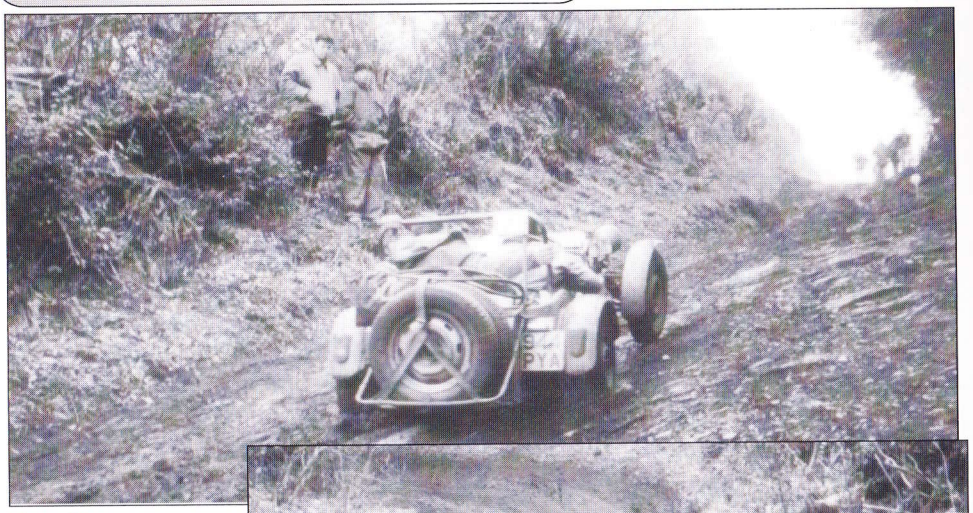
Many thanks to Greg Warren and Torbay Motor Club for putting on a thoroughly enjoyable trial.



"My other car is a bike!" Richard Dawe poses on Simms in his Midget having deserted the two-wheel fraternity for the Torbay Trial, closely watched by ex Midget champ driver Arthur Vowden

Jenny Vowden

The Torbay Trial





Mike Chatwin (above) and Dudley Sterry (right) were the only Class 8 cars to clean Simms 2nd time round.
But Terry Mattin (below) could not get enough huff - in spite of all the puff!



The Torbay Trial Results

	Class	Marks	S/T time
Dave Haizelden	1	16	42.19
David Symons	1	42	33.49
R Singleton	1	47	38.98
John Summerhayes	1	57	43.43
Peter Treliving	2	4	49.56
Tim Whellock	2	25	52.96
Paul Bartleman	3	5	39.21
John Bell	3	10	40.47
R Burrows	3	11	45.36
Ron Grimwood	3	13	43.12
D Tyler	3	23	44.15
Philip Roberts	3	24	51.71
John Blakeley	3	33	52.03
J Cox	3	81	57.29
Stuart Deacon	3	Retired	
J Laver	3	Retired	
Robert Smith	4	3	39.21
James Scott	4	10	47.58
Murray Macdonald	4	10	50.14
Giles Greenslade	4	16	47.15
Rich Welsh	4	19	49.83
S Cairney	4	25	42.98
R Teagle	4	38	59.21
Brian Alexander	4	46	41.82
Mal Allen	4	49	46.87
C Banks	4	50	49.19
W Rosten	4	54	54.37
Frank Burton	4	Retired	
D Banks	4	Retired	
Chris Cole	4	Retired	
Richard Dawe	5	10	78.39
Dennis Greenslade	5	15	55.15
Dave Toms	5	46	42.25
A Scott	5	Retired	
Graham Brasier	6	5	37.72
G Browning	6	18	44.04
Dave Sargeant	6	22	48.06
Terry Ball	6	25	46.86
T Johns	6	25	49.31
D Johns	6	Retired	
Julian Dommett	7	0	34.80
Roger Bricknell	7	16	36.81
Peter Quinn	7	18	40.80
Terry Mattin	7	20	47.39
Adrian Marfell	7	25	40.80
M Warnes	7	26	49.94

	Class	Marks	S/T time
Harvey Harrison	7	26	56.00
P Harvey	7	26	56.75
Ken Orson	7	30	46.77
R Sanders	7	33	48.51
Dave Llewellyn	7	50	44.58
Roger Pole	7	Retired	
Mike Chatwin	8	0	38.88
Anne Templeton	8	5	37.49
Adrian Dommett	8	10	36.04
Mike Workman	8	11	33.92
Simon Woodall	8	11	36.87
David Alderson	8	12	34.81
Brian Cope	8	12	36.58
Dudley Sterry	8	12	39.59
S Vincent	8	16	39.15
Brian Partridge	8	17	34.44
J Clark	8	18	114.28
Bill Foreshew	8	20	31.98
Tony Young	8	24	42.22
Dave Parsons	8	24	44.27
A Hodges	8	31	47.81
Robin Hawkins	8	38	40.51
Philip Potter	8	Retired	

The Shenstone & District Motor Club's Chase Clouds Trial

Report by David Turner

This was my second time venturing north of Watford to compete in one of my favourite trials, one of sixty two crew to enter the event (six of whom failed to make the start). Torrential rain the two days prior to the event meant we were assured of a considerable challenge.

The trial consists of a scenic drive around Cannock Chase to include fifteen excellent sections and two speed tests.

And so - out of the start and a short drive to Abrahams. This is a good loose section with a re-start for Class 8 only. The majority of classes 1 - 7 gained a clean but a number of class 8's got caught on the re-start. The second section, Buttermilk, was a new one to me but had been used several times in previous years. The Shenstone Club had battled to get the use of the section back after a SSSI was slapped on the section. A worthwhile battle too as it is a cracker - axle deep mud all the way and very little grip - only two cars made it past the 5!

Forestside Prince came next. Start at the edge of a field, in through a gateway and a steady climb up a slimy track through a wood. The re-start for classes 3 to 8 caught a fair number and I ground to a halt dropping a 3.

After the first special test it was on to the next four sections, all in the same woods. The first was Hodsons which starts off with a "dog leg" around some trees at the bottom and then a steep climb through brambles, bracken and trees. I was amazed that a number of cars gained cleans. A few yards down the track was Draycott View - straight up in mud with a very nasty left hander near the top - I failed again this year. Pheasants Rise - Class 8 only - just as well, daunting to say the least. Greaves caught out a fair number of entries due to its sticky surface.

After a brief lunch halt at Curborough sprint circuit it was on to Section 8 - Stile Cop. With a re-start for Classes 3 to 8 and a slightly different route for Classes 1 & 2 it was fairly easy for most but the re-start again caught out a few.

On then to the next six sections, close together in the woods. Toadstools is the first of these - a good section with a re-start for Class 8, plenty of tree roots for the rest of us and a couple of nasty bends to complete the section.

Number 10 (no not that number 10) - Midland Bank - fairly straightforward apart from the restart for Classes 6, 7 & 8 which claimed a few victims. Stafford Steep _ this looked considerably different this year because the trees had been felled around the section. The re-start for Classes 7 & 8 stopped 21 of the entrants.

Upper Cliff - a very loose sandy surface similar to Stafford Steep (but not quite as steep); only a few dropped any marks here. Soaring Inflation is a very good section starting off on a grassy track. This appears easy until the surface suddenly changes to loose sand and pebbles on exiting at a right hander. This caught me out again, along with half a dozen others. Rainbow had a very easy

route for Class 1 & 2, but a nasty left hander in the woods and a steep blast up of about 30 metres for the other classes. This succeeded in stopping a fair number at the 6 marker.

Seven Springs - back to the opposite side of the hill which was the first section of the day. I can see why this is always the last section - this year it was very loose with deep ruts and nobody managed better than a 3.



Mike Pearson's Dellow

Michael Leete

Once again many thanks to Ian Bates and Keith Vipond for their excellent work as joint Clerks of the Course and to all the marshalls for helping to make this one of the most enjoyable trials in the championship. I was disappointed to hear that neither Ian nor Keith will be officiating next year. I hope the event will not suffer as a result.

It came as somewhat of a surprise that no awards were given to winners of some classes due to insufficient entries in those classes. Perhaps the club funds are somewhat depleted.



Dave Turners Citröen AX on Abrahams

Derek Hibbert Photography

The Chase Clouds Trial Results

	Class	Marks	S/T time
David Turner	1	41	46.33
John Ludford	1	49	46.14
Paul Bartleman	3	12	35.57
John Bell	3	30	39.67
David Miller	3	65	47.88
John Blakeley	3	68	44.63
Derek Tyler	3	Retired	
Tony Branson	3	Retired	
Philip Mitchell	4	16	43.73
Murray Macdonald	4	20	41.79
Giles Greenslade	4	22	45.02
David Greenaway	4	27	41.88
Robert Smith	4	34	39.02
Richard Peck	4	34	41.47
Ron Bradshaw	4	39	42.41
Neil Bray	4	40	F+17.94
Simon Robson	4	44	42.25
Dennis Greenslade	5	19	52.60
Graham Brasier	6	11	36.70
Gary Browning	6	28	41.60
Terry Ball	6	30	40.97
David Sargeant	6	32	42.06
Nigel Allen	6	34	37.95
John Sargeant	6	42	43.74
Geoff Margetts	6	80	51.33
Julian Dommett	7	11	36.52
Roger Bricknell	7	14	37.24
Roger Pole	7	33	42.71
Adrian Marfell	7	39	F+20.56
Peter Davies	7	44	42.80
Robin Isaac	7	46	41.32
Mark Reeves	7	59	42.51
Robert Hodgkinson	7	Retired	
David Alderson	8	13	35.13
Tony Young	8	15	38.43
Dudley Sterry	8	19	40.34
Ian Davis	8	20	44.06
David Foreshew	8	24	35.16
Adrian Dommett	8	24	38.92
Mike Workman	8	26	35.91
Dean Partington	8	27	34.55
Brian Cope	8	27	39.64
Robin Preedy	8	28	38.62
Simon Woodall	8	28	40.80
Peter Fear	8	33	51.41
Anne Templeton	8	35	39.50
	Class	Marks	S/T time
Brian Bradshaw	8	37	40.89
Brian Partridge	8	41	39.33
Tony Rothin	8	42	38.52
Peter Keightley	8	45	35.26
Alistair Queen	8	48	45.76
Stuart Harrold	8	58	44.28
Andrew Green	8	58	53.14
Mike Pearson	8	60	41.89
Ian Cummings	8	82	47.82
John Parsons	8	Retired	

The Silverton Motor Club's
Exe Valley Trial

Report by Peter Treliving

"Phew! What a Scorcher", may well have been a better title for this article as this was one of the warmest and driest days trialling any of us could remember for a long time. Sadly the conditions were obviously not what either the competitors or organisers would have wished, however everyone was determined to enjoy a magnificent day in the beautiful Devon countryside.

As in previous years the start was at the Halfway House at Willand. This is an excellent venue with a good scrutineering area and superb individually marked parking bays positioned in the field adjacent to the pub.

Initially there were only two class 2 cars listed to take part, both Austin Sevens, mine and Tim and Anne Whellock's, but as we waited at the start Adrian Dommett arrived in his Wolseley to increase the class size to three.

The route was very different this year and it was obvious that Silverton Motor Club had put a lot of hard work in to finding many new hills. In these days when most clubs are finding it increasingly difficult to discover new locations it's amazing that all the new ones found by Silverton look as if they will present some really good challenges in future years when, hopefully, the weather conditions will enable them to show us their true worth.

The first section, 'Blackborough', was in the grounds of an old manor house which the last time I visited it was home to a scrap yard containing many old interesting vehicles of the 40s and 50s. Sadly due to the clean up campaign conducted by the EEC the area has now been largely vacated by it's former occupants, but at least the clearance has provided us with another hill on which to practice our sport. As was to be the case throughout the day we could only wonder at what this hill would be like given wet instead of dry conditions.

I do not propose to give blow by blow account of all the hills, instead I will endeavour to detail some of the highlights of the day.

'Lake Farm' was the venue for a regularity special test. This consisted of two equal length tests with the aim to complete each in the same time. This made a real change and there was much debate regarding the various tactics which should be adopted to achieve the desired result

A breakdown at Brays farm provided the rest of us with a very convenient lunch stop which was taken in the warm Devon Sunshine.

Weston special test provided us with the first taste of water for the day. This test involved entering a small river to cross over a line, then reversing to cross behind a second line followed by driving forward to stop astride a third. This was great fun and of course some people made use of the river to give their passengers an early bath.

Curscome again would have been much different in the wet, but as it was the main hazards were the choking dust and the deep, hard ruts which had both driver and passenger involuntarily leaving their seats, only to return with spine

jarring jolts.

Toms wood consisted of a route deviation for class 8 which intersected the route for other classes at the 4 marker. Here the routes had been laid out in a manner designed to confuse and several competitors seeing the 4 marker for the class 8 class took the wrong course. The correct course involved a sharp left turn off the track to a 4 marker which until that point had been hidden from view. Although an arrow had been placed, supposedly to point to the correct route, from the drivers viewpoint it was all to easy to see it pointing to the wrong 4 marker. A simple tape which could be removed for the recovery of failures, as used elsewhere on the trial would have easily clarified the route had the organisers wished and saved much aggravation for competitors who fell foul of this unwarranted trap. Unfortunately, like many others, we were duped into taking the wrong route and were forced to drop the first points of the day.

Silverton seem to revel in this type of trickery as each year we get controversy over hill marking. This is a great pity, as with such superb sections and special tests there was no need to resort to these sort of tactics as they only served to cast a shadow on what was otherwise proving to be an excellent day.

The special test at Greenslinch needed care as it was all to easy to overrun the lines, not as usual because of slippery mud, but because of the loose, dry, dusty gravel!!

Hookway is one of the old Silverton hills and at the top we were met with more signs than to be found at Piccadilly Circus. These detailed the various restart lines for different classes, both for car and motorcycles. Not having enough time to assimilate all this information we failed to see the route for the class 8 deviation and promptly climbed and cleaned this in our class 2 car!!. Great fun, but we dropped some more points.

Sid's lane and Hayne followed and once again it was really strange to climb these familiar hills in such dry conditions

One point which perhaps would be worthy of consideration for future years is that we were car 37 and started at 9.07. We finished at 5.30 having had really dry conditions and no major hold ups. Neither did we linger so one wonders what the timing would have been like given wet conditions which would have undoubtedly have caused some major problems on many of the hills

So ended a really enjoyable day in the sun and we all returned home with wonderful suntans. My overall impressions of the day was one of continual magnificent views bathed in glorious sunshine. As far as the hills are concerned, given more normal trialling conditions they will present superb challenges for our future enjoyment and once again the members of Silverton who put such hard work into finding these gems are to be congratulated. Just get rid of these silly hill markings and the trial will made all the more enjoyable as the results will then reflect crew skill and car climbing ability, not route ambiguity as was the case this year.

The MCC's Land's End Trial

Report by Absolutely Fabulous Edina



La Croix sweetie! Edina & Patsy suitably attired for the Land's End - taken outside a loo somewhere.

After the Exeter, Patsy wasn't keen. "I'm not sitting in a bucket on wheels for twenty four hours just for the pleasure of having all my silicone freeze up." "Sweetie, it's *Easter* for heavens sake, the weather will be just *fabulous* darling, and think of all those gorgeous trials hunks just dying for it." I won - she came.

Nature Moment on the night run - comet lighting our way to Tintinhull. Pats thought everyone had been going on about a new electrical superstore specialising in vibrators. The"bucket on wheels" resembled the Exon Valdeze by the time we reached Tintinhull - oil all over the floor. Breakfast for me, another trip to the loo for Pats. And here we first got "The Cat Message". In a conspiratorial tone, Jack Pouncy said, "I've been asked to ask you whether you put the cat out". Definitely a code for something but we couldn't work it out. Time for more important things - sections to climb sweetie.

Sugg Lane - cool;

Then Pats dropped a bombshell; "Sorry sweetie, but I'm having a Bad Pants Day." "What!" She had put the wrong pants on for the job in hand (!) and as soon as she bounced even half-heartedly, they were riding up. Oh great! A passenger with a PANTS PROBLEM, on the LAND'S END for God's sake.

Felons Oak - spooky; Minehead Rugby Club ("Is this a section?" asked Pats, "Yes sweetie, but different; you have to climb over loads of sleeping bodies and try and eat a bacon sandwich") UGH!

Feeling rather sick we eventually reached the top of Beggars Roost and then had several Nature Moments as we watched the sun rise over the moors on the way to Sutcombe. The Bad Pants were a real minus here and Pats took ages in the loo again. At the bottom of the section we had got the "The Cat Message" again. What the hell did it mean. We got on both our mobile phones at once and called some friends at MI6 but they knew nothing. Everyone at the top of Sutcombe were on their mobile phones.

It was definitely a Cool Sunglasses Moment while we waited for an hour in

the lane before Darracott. Pats and I discussed where to go for a facial after the Trial and what was the best method to remove blackheads. All the boys around us were discussing carburretors - Very Interesting. Getting rather bored we phoned Neil Bray who was in the car in front, then we phoned Dave Nash, his passenger. We felt very sorry for them seeing as they had a Skoda - terribly embarrassing! By the time we left for Darracott, the news about Pats' Bad Pants Day was the talk of the trial. Dave Nash was glued to his mobile while we waited to go up the section. He looked very glum as he came off the phone. "I've had some very bad news", he said, "My mother put daffodil bulbs in the stew instead of onions. My dad had put the bulbs where she normally keeps the onions. She's really ill, they've got her in hospital." We made appropriate sympathetic noises. As we left the start line he shouted, "They say she'll be out in the Spring!" Oh ha ha. If he thought he could make us fail Darracott with that little gem he was wrong!

Halfway up Cutliffe Lane the mobile phone rang. Trying to get a Troll up Cutliffe Lane and answer the mobile at the same time is very tricky sweetie. It was a mysterious voice with the "Cat Message" again. This was geting serious.

We pondered it up Crackington and worried our way up Treworld. Pats decided it could have something to do with Robin Moore who was marshalling at Treworld. "Defintely a spy of some sort" she said, "You can spot them a mile away". Jack Pouncy, Robin Moore - it makes you wonder.

So far we were on a roll. But Hoskin Hill beckoned. Patsy gave me a team talk while we waited at the bottom - so easy to fail this. I did a bit of meditating and was really concentrating. Then Bob Barrow came over with an award from a bygone Camel Trial. I took it and was just about to stuff it in the back of the Troll when I saw a message written on a slip of paper stuck in the side of the box; it read "Have you put the Cat out". Jack Pouncy, Robin Moore *and* Bob Barrow! With minds in a turmoil we started up the section - it went on for ever. "We're not going to make it!" I shrieked. "Aaagh, my pants!" Patsy shouted. We made it and celebrated at the top and took holiday snaps of each other.

The MCC had a little joke for us at Blue Hills Mine - it was called Blue Hills Three. Patsy just fainted dead away when she saw it (or she may have been asleep). Anyway we flew (literally) over the top and managed to stop before we hit anything.

Somehow we got to Land's End via Penzance and a few sections. Land's End is the *spookiest* place isn't it? Even our mobile phones wouldn't work down there.

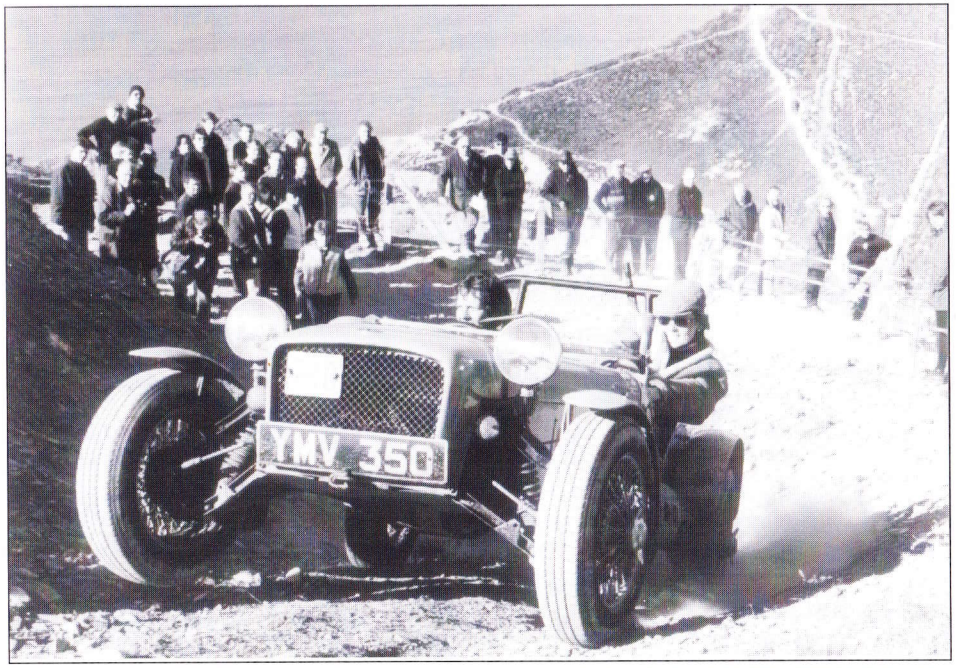
Patsy got a train back to London that night - she'd had enough and hadn't got any spare pants anyway.

Getting home on Easter day was a relief until I opened the front door - the smell of three days cat pee almost knocked me over; and then the ginger tom cat came flying out of the door.....



Peter & Caroline Hart's Marlin - Blue Hills Two

Nigel Martin Smith



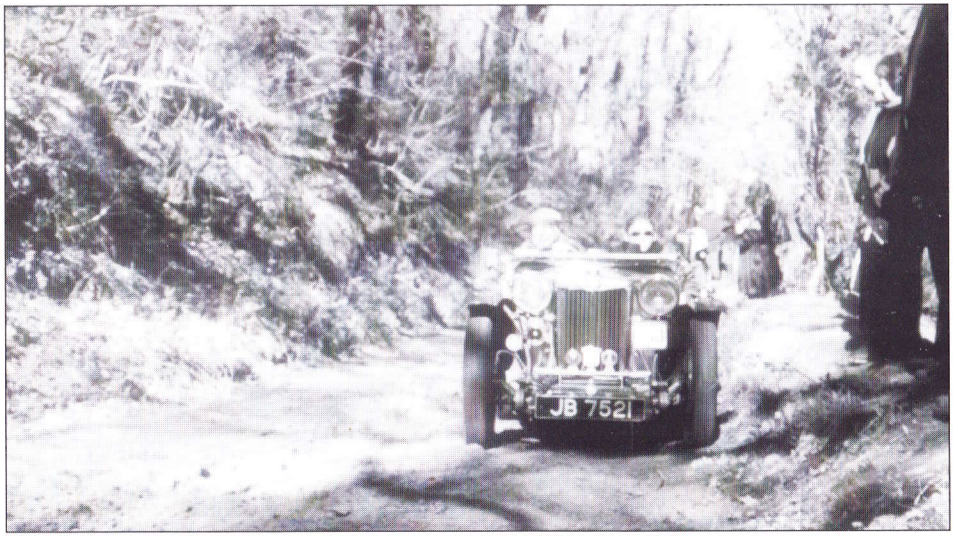
Eddie & Patsy (yes it's us sweetie!) Blue Hills Two

Derek Hibbert Photography



The MCC's "little joke" - Blue Hills Three.
Probably Keith Hodge's Troll but hard to tell

Nigel Martin Smith



Ian & Jonathan Williamson Cream-Crackering up Crackington

John Blakeley

The Ross & District Motor Club's
Kyrle Trial

Report by Michael Leete

There had hardly been any rain in the weeks following the Lands End and it looked as if the Kyrle would be dry on the 27 April. But the heavens opened on Thursday and it continued to rain on and off for the next couple of days. However, the Sunday morning was dry and bright (well it would have been if we didn't have to leave so early) and the sections in the Forest of Dean were in prime condition for the Ross clubs end of term classic.

The start was at the Welcome Break service station at the end of the M50, where four Falcon crews gathered. John and Dot Parsons had driven the V8 Westfield from Stoke Hammond but Lands End class eight winner, Mike Pearson, had trailered his Dellow Replica. Mike, with Dennis Sharrett in the passenger's seat, had taken off the wide tyres he used on the Lands End and was running 15 x 155 rubber on Beetle rims. In class four Murray MacDonald had Michael Leete in the bouncers seat and Simon and Matt Robson had their usual Skoda. They had done some additional waterproofing since the Lands End, moving the coil higher up the bulkhead. Simon hasn't gone as far as Mike Pearson. His coil is right up behind the dashboard and sealed in a plastic bag. Mike's distributor hasn't escaped attention either, it's all sealed up with part of an inner tube. It's certainly effective.

The first group of sections were grouped together on the northern edge of the Forest of Dean, quite near to Serridge Inclosure, well known to rally enthusiasts. The first section was called Pludds, a steep, leafy climb between trees. Simon and Murray had straight runs and climbed it successfully The class eights had a tricky restart so things were much tougher for John and Mike and neither made it to the top.

Burnbrae was next, it's an interesting section, starting with a drop down to a small stream that is normally a few inches deep. However, the marshals must be frustrated civil engineers because they dammed it with sandbags to make it the best part of a foot deep in the middle. We all got through this OK, Simon included, the water-proofing seemed successful! The problem came higher up, where we all failed to get round a tricky right hand hairpin.

Jill was the final hill in this area, it's partner Jack, was given a rest this year. It's a fearsome section, rough, quite slippery and awesomely steep. The late Alain Penhale rolled the family notchback reversing down a few years ago. With this in mind there was plenty of incentive for Falconers to get out of the top! None of us did, so we were all faced with the frightening descent, fortunately without any harm on this occasion.

Then it was off for a drive through the forest to the southern part of the complex for three more sections and a special test. Snompers had some near impossible turns through the trees, one of several sections that was far to "Mickey Mouse" for this writers taste. Tomlin Splash was a nice section for

classes' one to five but the others had a deviation up a very steep bank and neither Mike or John could get out of the top.

Then came an excellent special test. It looked straightforward from the diagram in the route card. A semi-circular route ending with a "stop astride". Arriving competitors could see the challenge was to climb two banks on the way round, without sliding sideways down the camber into the trees, the fate of the VW-Imp. Seeing this the Falcons took extra care and made it OK. Then came Mine Moss. It started with a very steep bank, hair pined right and went over a steep hump before deviating off the track and climbing through the trees.

Mike Pearson had problems getting up the steep bank at the start. JP managed this OK, got round the hairpin but couldn't make the final climb. Simon and Murray arrived to a bit of a rumpus. Tim and Anne Whellock had failed on the first bank and were moaning on to the start marshal in a most unpleasant way about how the hill was unfair to class two. They will henceforth be known in this column as the "The Winging Wheellocks"!

Lunch was taken in a picnic area just across the road. Then it was on for more "weave around the trees" sections near Cinderford, before the final three hills north of Mitcheldean. Lane End was approached down a marvellous rutted, muddy, green lane. The section itself continued the theme, very reminiscent of Forestside Prince on the Chase Clouds. Murray used the power, low gearing and



Together again! Mike Workman and Mark Linforth in the GVS. (Deep Dene)

John Blakely

ground clearance of his Beetle to good effect and climbed out the top. He was not so lucky on High Garlic, which followed immediately afterwards.

The Beetle struggled of the line, stuttered on a tree root and slipped sideways down a bank to fail within yards of the start. Forewarned Simon gave the Skoda plenty of welly away from the start to get by this tricky bit and find enough grip to get nearly, but not quite, to the top. John Parsons stormed Lane End in fine style and did well on High Garlic, dropping only one. While the mud bought Mike Pearsons Dellow to a halt on the lower reaches of both.

The trial finished with Deep Dean, a section culminating in a nasty hairpin left, with a very solid wall to trap the unwary. Simon has had problems here in the past and this year was no exception. The Skoda giving the wall a mighty clout, right in front of Michael Leetes video camera!

Graham Brasier was the overall winner with his VW bitza in class six, blasting his way up the Kyrles steep sections. Murray MacDonald was the best Falcon, finishing third in a combined class four and five, behind David Heale's Imp and Dennis Greenslades "anaemic banana" Reliant. With this the Kyrle and the Classic season takes it's summer break.





Above:
Tim Lakin's Marlin
Right:
Mike Chatwin & Bob Grounds in the Troll
Both on Deep Dene
John Blakely



Above: Duncan Welch in Old Spot Piglet (Deep Dene)

Below: Thomas Bricknell's Escort (Deep Dene)

John Blakely



	Class	Marks	S/T time
Dave Mason	A	18	25.90
Richard Thompson	A	20	25.60
Gerald Philpot	A	27	31.70
Trevor Hughes	A	48	29.90
Richard Dawe	A	48	30.40
Yoshi Adams	B	6	23.20
Martin Franklyn	B	45	27.80
Ean Gwillim	B	47	32.20
Duncan Welch	D	28	48.50
Stan Howitt	D	31	46.30
Keith Lee	D	43	41.00
Tony Falconer	D	94	39.90
David Haizelden	1	74	45.00
Peter Treliving	2	56	49.30
Tim Whellock	2	64	70.50
Jeremy Flann	2	Retired	
Adrian Dommett	2	Retired	
Paul Bartleman	3	24	41.30
John Bell	3	29	48.60
Thomas Bricknell	3	35	48.30
Derek Tyler	3	76	22.00+F
Tim Foster	3	84	84.20
David Heale	4	41	41.80
Murray Macdonald	4	48	44.80
Richard Peck	4	57	51.80
Simon Robson	4	64	39.90
Rich Welsh	4	67	53.20
Giles Greenslade	4	77	52.80
Frank Burton	4	77	53.10
Jim Scott	4	81	22.10+F
Dennis Greenslade	5	43	46.70
Graham Brasier	6	17	34.20
Nigel Allen	6	25	34.40
Mike Hobbs	6	38	39.60
Denis Johns	6	44	37.80
Roger Ugalde	6	50	49.00
Terry Ball	6	65	52.40
David Sargeant	6	93	48.30
Julian Dommett	7	22	33.10
Roger Bricknell	7	26	37.70
Adrian Marfell	7	37	32.20
Tim Lakin	7	40	43.60
Dave Llewellyn	7	42	43.40
Andrew Brown	7	52	39.40
Robert Hodgkinson	7	67	60.60
Bob Saunders	7	81	53.40
Mark Reeves	7	93	53.90
Paul Wear	7	Retired	67.30
Mick Workman	8	23	26.70
Dudley Sterry	8	24	46.10
Brian Bradshaw	8	28	32.50
Tim Pearce	8	33	42.80
Simon Woodall	8	35	43.30
Robin Preedy	8	35	61.20
Peter Keightley	8	36	31.80
Peter Fear	8	39	36.20
Charlie Shopland	8	41	45.00
Stuart Harrold	8	42	37.70
Peter Evans	8	43	17.10+F
Mike Chatwin	8	45	40.60
Keith Hodges	8	46	34.20
Brian Cope	8	46	53.90
Ian Davis	8	47	32.50
Bill Foreshew	8	58	42.90
John Parsons	8	66	55.00
Mac Hazlewood	8	68	44.90
Alistair Queen	8	76	52.50
Mike Pearson	8	83	45.60
Phillip Potter	8	Retired	

The MG Car Club's Spring Trial

Report by Brian Osborn

Weatherwise it was great, but hardly trials conditions. With the Motocross course mainly of dust the only chance of stopping everyone from zooming to the tops was to stay on the grass. I think we succeeded without making it too difficult or damaging for the standard cars.

Talking of standard cars - they did extremely well, in particular the saloon class with the ZA Magnette of John Hale drawing for class honours on points lost only to lose it to Vic Lockley (VW Golf) by 2.1 seconds on the Special Tests. There was also the Standard of John Grafham - it sure was a Flying 12. In his first trial and in a car for which the course was not laid out for, he did very well in cleaning a couple of hills and getting some 1's as well, great stuff!

With a good field of Class 2 (pre-war) and Class 5 (Midgets) the overall leader gradually built up a comfortable gap during the day to lead his class by 29 points. Dave Smith (Midget) won the Red Horse Cup for best MG both on raw score of 68 points lost and on Index of Performance with 73%, well done Dave. Second in class was Peter Tincknell with Mac Hazlewood third.

In Class 2 there was a close struggle between the J2 of Bill Bennett and the ex-Toulmin 1936 Cream Cracker of Ian Williamson, with Julian White (TC) not far behind. Ian eventually won the class by one point, with Bill second in class.

The novice award went to John Arrowsmith (Midget), whilst the best Lady of the Day was Jenny Jones (Midget). Well done both.

The Inter-Centre team Trophy celebrated its 59th birthday (well nearly - actual date was 13-2-38) by being keenly fought over between the Midland and the South Centre teams.

The final result after five rounds of six hills (or sections) by six cars, ie. 180 "goes", was a tie - with 260 points lost by each team. The winning team was decided on the special test times with the S.W.Centre winning the award by 0.1 of a second! Close wasn't it ?? The teams were:- S.W.- Ian Williamson (PB), Bill Bennett (J2), Jim Loveday, Pete Tincknell(Midgets). Midland - Dave Smith, Mac Hazlewood (Midgets), Julian White (TC), John Tolson (Metro).

In an historical vein - it is worth mentioning that one of the winning team cars (the Cream Cracker JB 7521) was actually on the initial trial of the trophy in Feb. 1938, not as an entrant but as transport to the Assistant Clerk of Course, who was a certain CAN May. (see Wheelspin pp136).



Bill Higginson in the Morgan +4

Jason Morris



Tony Rothin demonstrates the sand shovelling capabilities of his Morgan s/s

Jason Morris

Sporting Marshalling Persons

by Jim Templeton

"Normans Hump and Clinton were both competitive hills, very frozen and with re-starts working well".

This is a paragraph taken from a letter written on the 18th January '97 by Mike Furse, Chief Marshal on this years Exeter Trial. The 69th Exeter, and weren't we all, organisers, administrators, marshals and competitors extremely privileged to have been involved again in this annual adventure.

When the results have been confirmed other comments arise, like - If only we had concentrated more - Did I really take that bottom bend too fast, or too slowly? - One day I will see the top of somewhere - The start line was easy this year but the re-start was doctored. Doctored?

Do participants in other sports, golfers, boxers, lovers etc, equally analyze their past performances? I suppose so, but trialling does in fact extend into a further (darker perhaps) dimension, known as marshalling.

A later paragraph in Mike's letter acknowledges the debt to marshals. A nice gesture from Mr. Furse and richly deserved by those annual stalwarts who spend so much time out of the limelight in dreary car parks, at Controls and who are in fact the heart of the matter, certainly nothing less.

But the other marshals, those on the hills, on the special tests, do you thank them? I think not. It would be rather like thanking the headmaster for beating you more soundly than the assistant head last term. Think about it. I have listened intently while Gerald Burridge, Peter Treliving, an outfit team and other heroes have held our attention in the bar (during de-briefing) explaining away their lost Golds and Triples even; all on the last hill of course. You see they were not beaten by the muddy surface or that outcrop of rock (and the step was flat this year, oh Hello!). No; the fact was that they were beaten because Roger Ugalde was chief marshal on the hill; they were beaten because Roger Pole was on the re-start line with a flag in his hand; they were beaten because the start marshal was a well known motor-cyclist who refused to explain the rock formation of Simms - they said.

Whilst marshalling Corkscrew, I never explained the way up that goat path. When information was requested I explained I had never been up there either. I suppose had I been in the driving seat I would have sought similar information, but less directly; probably ask what the Ranger says about the water build up (or down) since last year. It might work with a new marshal at 1.00am. It would certainly not produce results from regular drivers doing their marshalling bit from the Stroud or Camel Vale Motor Clubs. You see they represent the "other dimension" I mentioned earlier.

Many times in recent years, me in the suicide seat, my driver asks "Where next?". I confirm Normans Hump - with re-start. Driver goes into Section Recall Mode and asserts we will zip up there, no trouble. We continue on route counting possible Golds before our ashes are scattered on Blue Hills Mine until I note from the programme that Reg Taylor is the CM on the Hump. Driver flies into

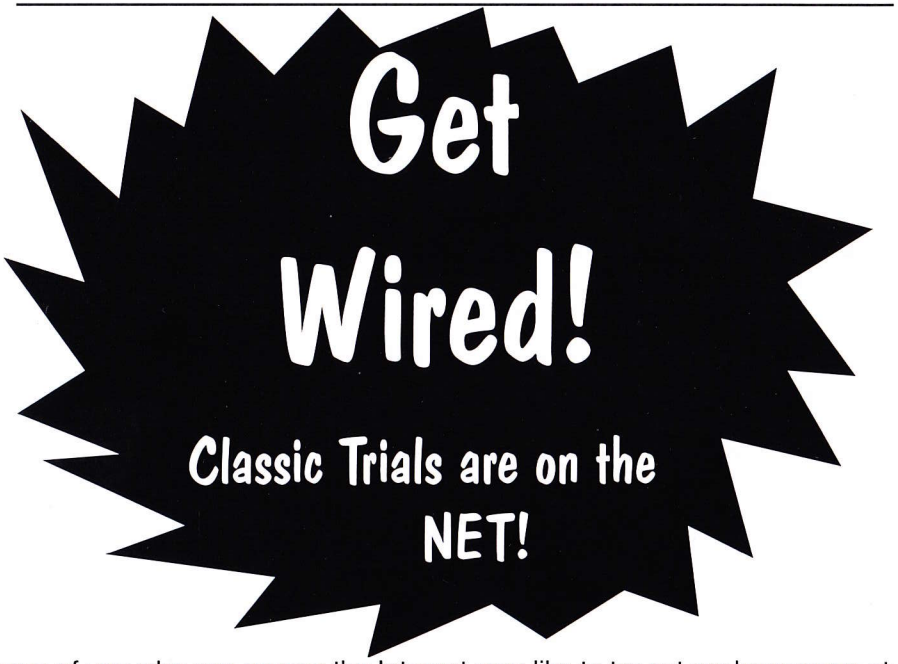
Zip Up Mode minus 5 and asks "Is that Jackson with him?". Yes. "Well that's it then - you are really going to have to bounce - aint you!". I who only came out for the ride as an obedient O.A.P.

Note, Reg Taylor, Mike Workman and their kind are competitive by nature and are able to fairly turn a simple hill into a difficult section; are able to direct some 350 competitors through seemingly impossible situations and finally pass the back markers through in reasonable time. Earlier sometimes.

By now I expect you recognize those marshals, most of whom remain unnamed, who are competitive drivers, putting "something back into the sport" as they say. Or is it perhaps that marshalling is the sport?

Yes I suppose they like to be thanked but it is not required that you stop to do so, it causes queues. OK, so that's really why you stopped on Crackington, or was it Susan's boots?*

*This years lands End, and Susan's boots contained another Sporting Marshal.



Those of you who can access the Internet may like to try out my homepage at http://ourworld.compuserve.com/homepages/MLeete/ It contains quite a lot about Classic Trials. I am very happy to include your Sales and Wants. Or anything else you would like to publish.

Michael Leete
4, Rectory Close
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Trials kit for Marlin Roadster. 6 X 185x14 wheels and tyres; van axle with 4 leaf springs & sump guard which covers all engine & gearbox. All in good condition. + 2 front hubs to suit wheels. £200. Neil Denham
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Honda XL250 trail bike, 1997 not all original but in good rideable condition; red frame; white plastics/tank; good trials tyres; everything works; has only been ridden round the yard a few times in the past year; ideal for ACTC Pouncy Championship. £450 ono can arrange delivery at cost. David Alderson
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Ford Escort 4 door 1600 Ghia MK 2 1977. MOT till August 1997; New Borg & Beck clutch fitted; ideal trials car for softies. £650. Tim Whellock (trade)
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FOR SALE

Sporting Trials car. Tubular space frame; Moggy engine & gearbox; aluminium body; dismantled but in big pieces. £400 ono.
Frank Mulhall
Tel: 0181 940 0588 (eve)

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Used trials tyres, all 165X15, two Semperit M601; lots of tread, no damage. £10 each.
"Hole in the Wall Gang" a selection of Colway CM (Mich MX pattern) remoulds, all previously damaged but professionally repaired £3 to £7 each subject to tread. Can arrange delivery at cost. David Alderson
Tel: 01908 217999 (day) 01234 240707 (eve)

MOUTHS ON WHEELS

Correspondence

All correspondence for publication in this column should be addressed to:
"Mouths On Wheels", The Coach House, Chivers Road, Stondon Massey, Brentwood, CM15 0LG.
The Editor does not necessarily agree with the opinions expressed!

From: Graham Brazier

OBSERVATIONS.

A Classic Reliability Trial is an event as described in:

1, The RAC blue year book M2

2. The RAC MSA Introduction Booklet "The world of Trials."

3. The MCC Standing Supplementary Regulations for Classic Trials.

4. And the ACTC Regulation Booklet "What is a Classic Trial?"

During the past months more club members have observed and commented on their concern that several clubs have been allowed to increase the use of sections in fields and woods and also that the governing bodies are condoning so called Classic Trials on private land cars being towed to and from the event where no road tax or insurance is required, this has already started. Is this to be the pattern of things to come? Then it's the thin end of the wedge.

If this type of Trialling is popular with some, then it should be properly promoted as a new formula appropriately called Modern Rough Trialling or similar, but under no circumstances to be confused with or allowed to develop under the cloak of Classic Reliability Trials.

Those I have spoken to agree that the occasional field section is acceptable, but that Classic Trials held at a single venue should not be called Classic Trials and not be eligible for any Classic Reliability Trial Championship points or awards.

From: Anonymous

I definitely want to remain anonymous. Once you have read this then you will know why!

I wrote many articles and sent many letters on the theme that trials were not bothering to attract new riders to the sport back in mid 1992. This came about after being unable to make anyone set easy sections for newcomers/beginners/casual riders etc at trials I knew about. Even Dick Andrews wrote a letter to the ACU Newsline in 1991 about the entry level being too hard. Advertising was not on the agenda. Apparently you were just supposed to know. This caused me to write and offer to help them organise easy sections and advertise these trials. It's been uphill all the way and more, since! It produced really nasty venom with a massive effort to "stop that man". You would not (well you might?) believe the lengths people would go to stop this despicable idea.

Most of the "establishment" were not in agreement (or kept quiet and worked to keep things just as they were). Some were really scathing about anyone who did not want to have a go at these sections which even seasoned riders found only just possible. Remember, you had to nearly kill yourself in the attempt! If you didn't want to tackle it then you must give it up as trials are supposed to be "hard".

How do we cater for the rider who wants minimum danger, a day out and go to work on Monday? Many things have been suggested. Translated this means they should do something else. Can the industry afford to let them leave trials? Look at the state of trials today.

We cannot get enough entries as it is, especially the "feet up" type.

What's the consensus. Let the editor know. Lets be different and NOT be like the rest.

(Name and address supplied - ed)

From: David Hazelden

Many thanks for the latest edition of Re-start, the best magazine by far. Just a quick note on FWD's. After a year long battle between David Turner (Citröen AX7) and myself in the Golf GTi, it was very pleasing to see us both in the top 5 of the Crackington League and to pipped at the post by one of the greats at trialling - "Sir Dennis".

The FWD class is slowly catching up with the other classes but all too often on a lot of trials the start linee are almost impossible to leave, making many a newcomer leave the sport after the event. A certain few Clerks of Courses run a very good FWD trial i.e Torbay, Allen, Taw & Torridge and the 3 MCC's. The Kyrle, Launceston and Camel are more hard work, with the Camel totally unsuitable with myself not passing a 10 marker on the last 7 hills. If it had been my first trial in the Golf I am sure it would have been my last.

What is needed at the very least is the chance to start with our driving wheels in the same place as the rest of classes 2 - 8 and not with our rear wheels stuck in a hole.

Preferential start lines on the really challenging sections is also a must.

I was a little upset at the very secretive awards ceremony, as my year long navigator, Richard Conway, came 3rd but no-one told him. He also paid his sub but received no Re-start and to further rub salt in the wound, the trophy was not available. I hope the awards committee can put this right.

To finish I would like to say through the pages of the magazine many thanks to the good friends we have made throughout the trials world - and the great work the ACTC does.



David Hazelden"s Golf GTI on Big Uplands on the Allen Trial

Derek Hibbert Photography

Forthcoming Events

			Cars	M/Cs
13.7	MCC	Testing Trial	CC	
14.9	Holsworthy	Taw & Torridge	Champ	Champ
21.9	Newquay Auto	Kernow Classic	ACTC Invited	
3.10	MCC	Edinburgh	Champ/CC	Champ/CC
11.10	Stroud	Ebworth	ACTC Invited	
19.10	Minehead	Exmoor Clouds	Champ	Champ
26.10	L&NCMC	Tamar	Champ	Champ
2.11	Woolbridge	Hardy	Champ	Champ
8.11	Camel Vale	Bodmin	Champ	
30.11	BMC&LCC	Allen	Champ	
7.12	Camel Vale	Camel Classic	Champ	

(*) indicates provisional status

Subject to alterations. Any amendments will be published in Re-Start

Regulations will be sent for all Champ & invited events except MCC which are all closed to Club

Terry Coventry

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DAWEMOBILE

Tables are attached, a little early to spot the in-form contenders, but non-Class 8 cars seem to be appearing close to the top of the Wheelspin in some numbers. In the bikes Keith Lee leads from John Summerhayes (another bike man with a trials car in his garage!) and Richard Thompson with yours truly next. Can't last, peaked too early, I think.

Early plans are in hand for a trial on the Isle of Man; Whit Bank Holiday weekend next year is the favoured date. The idea is to offer a package of ferry, accommodation, dinner and trial entry; cost will not be too bad, provided we have enough entries, as it will be sponsored by the Manx Tourist Board. Beautiful place, loads of sections and closed roads. Sign up early (with Jonathan Toulmin - 01789 731332) if you are interested as we need to let the Board know as quickly as possible.

Please note a date change - The Allen has been moved back a week to the 30th November to avoid clashing with the RAC Rally.

Whinge; I don't want to sound wimpish, but there is the odd person out there who does nothing but complain. To me, to other Council members, to Clerks of the Course, to anyone who will listen. To them I would say this: if you don't like it, and you are not prepared to help change it, then go and do somebody else's series and leave us to do what we do our way; and no, it isn't perfect, but then we live in an imperfect world. It is supposed to be fun, and a great many people give up a great deal of their hard-earned spare time to provide our collective entertainment. We should at least have the courtesy to be grateful occasionally. End of whinge.

See you on the hills.

Wheelspin League 1997

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
Paul Bartleman	5		10	4	8	3	8	7									45	45
Julian Dommett	1	3	1	10	10	1	9	9									44	44
Graham Brasier	1		6	5	9	5	2	10									38	38
Roger Bricknell	5	10			6	3	7	4									35	35
Tony Young	3		9		5		6										23	23
Tony Rothin	5					5	10										20	20
Mike Workman	3	9						8									20	20
David Alderson	5	7			7												19	19
Dudley Sterry	5				3	5		6									19	19
Adrian Dommett	5	2		3		3	5										18	18
David Haizelden	5		8			5											18	18
Michael Chatwin		8		9													17	17
Anne Templeton	5			6		5											16	16
Peter Treliving	3			7		5											15	15
Tim Whellock	5					5	4										14	14
Dennis Greenslade	5				2	5											12	12
Roger Ugalde			7			5											12	12
Murray Macdonald	5				1	5											11	11
Robert Smith	0		3	8													11	11
Stephen Bailey	5					5											10	10
Gerald Burridge	5					5											10	10
Derek Chatto	5					5											10	10
Jeremy Flann	5					5											10	10
Peter Hart	5					5											10	10
Denis Johns	3		2			5											10	10
Tim Lakin	5					5											10	10
Robin Preedy	5					5											10	10
Brian Partridge	3					5											8	8
Mike Pearson	3					5											8	8
Peter Quinn	3					5											8	8
Matthew Sharratt	5					3											8	8
Mark Tooth	5					3											8	8
Tim Pearce	5					1		1									7	7
James Scott	1			1		5											7	7
Thomas Bricknell	3					3											6	6
Andrew Brown	3					3											6	6
Keith Hodges	5					1											6	6
Dean Partington		6															6	6
Simon Robson	3					3											6	6
Keith Sanders	3					3											6	6
Michael Warnes	3					3											6	6
Jason Collins	5																5	5
Giles Greenslade	0					5											5	5
Stuart Harrold						5											5	5
Greg Warren	5					0											5	5
Ian Williamson						5											5	5
Simon Woodall		5															5	5
John Bell				2				2									4	4
James Clark	3					1											4	4

Wheelspin League 1997

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
Terry Coventry	3					1											4	4
Terry Mattin	0	4															4	4
Mal Allen	0					3											3	3
Terry Ball	3					0											3	3
Brian Bradshaw								3									3	3
Neil Bray	3					0											3	3
Ray Easterbrook	3					0											3	3
Harvey Harrison	0					3											3	3
John Ireson	3																3	3
Peter Keightley	3																3	3
Paul Martin	3					0											3	3
Nigel Moss	3																3	3
David Parry						3											3	3
Philip Potter	3					0											3	3
David Turner	0					3											3	3
Richard Ward						3											3	3
Ian Davis	1	1															2	2
John Parsons	1					1											2	2
Brian Bailey	1																1	1
David Miller	1					0											1	1
Jon Moores	1																1	1
Richard Peck	1																1	1
Roger Pole						1											1	1
Andy Webb	1																1	1
Rich Welsh	1																1	1

Crackington League 1997

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
Paul Bartleman	5	10.6	10.7	11.0	10.6	3	11.0	10.5									72.4	72.4
Graham Brasier	1	10.8	9.4	10.6	10.7	5	10.5	10.7									68.7	68.7
Roger Bricknell	5	11.0	9.8	10.0	9.8	3	10.0	10.0									68.6	68.6
Murray Macdonald	5	9.5	10.0	9.0	9.9	5	8.6	9.8									66.8	66.8
Julian Dommett	1	9.0	10.8	11.0	10.8	1	11.0	11.0									65.6	65.6
Dennis Greenslade	5	10.2	9.3	9.4	10.1	5		10.1									59.1	59.1
John Bell		9.6	7.7	10.0	9.6		9.0	9.5									55.4	55.4
David Haizelden	5		10.2	10.4		5	10.2	10.1									50.9	50.9
Adrian Marfell		8.0	7.8	7.0	7.8		9.0	9.0									48.6	48.6
Dudley Sterry	5		6.0	4.0	9.0	5	8.0	10.0									47.0	47.0
Giles Greenslade	0		8.0	8.0	8.9	5	10.6	4.8									45.3	45.3
Mike Workman	3	11.0		8.0	5.0			11.0									38.0	38.0
Tim Whellock	5			9.2		5	9.3	9.4									37.9	37.9
Peter Treliving	3	0.0		10.2		5	8.3	10.4									36.9	36.9
Adrian Dommett	5	2.0		9.0	6.0	3	10.3	0.0									35.3	35.3
Tony Young	3	0.0	11.0		10.0		10.0										34.0	34.0
Terry Ball	3	0.0		7.6	8.7	0	8.5	4.7									32.5	32.5
David Alderson	5	9.0		6.0	11.0		0.0										31.0	31.0
John Blakeley		7.6	5.7	5.0	7.6		4.0										29.9	29.9
Robert Smith	0		11.0	11.0	6.9												28.9	28.9
David Sargeant		8.8		8.6	7.7			3.7									28.8	28.8
Anne Templeton	5	3.0		10.0		5	5.0										28.0	28.0
Tony Rothin	5	5.0				5	11.0										26.0	26.0
Thomas Bricknell	3					3	10.0	8.5									24.5	24.5
Simon Woodall		7.0		7.0			3.0	7.0									24.0	24.0
Simon Robson	3	7.5			2.9	3		6.8									23.2	23.2
Denis Johns	3		8.4			5		6.7									23.1	23.1
Greg Warren	5		9.7			0	8.0										22.7	22.7
Roger Pole		5.0			8.8	1	7.0										21.8	21.8
Richard Peck	1	6.5			5.9			7.8									21.2	21.2
Roger Ugalde			10.4			5		5.7									21.1	21.1
Michael Chatwin		10.0		11.0				0.0									21.0	21.0
Philip Roberts			8.7	6.0			5.0										19.7	19.7
Derek Chatto	5	9.2				5											19.2	19.2
Ian Davis	1	6.0			8.0		4.0	0.0									19.0	19.0
James Scott	1			10.0		5		2.8									18.8	18.8
David Toms			10.3	8.4													18.7	18.7
Tim Lakin	5					5		8.0									18.0	18.0
Terry Mattin	0	10.0		8.0													18.0	18.0
Robin Preedy	5				2.0	5		6.0									18.0	18.0
Robin Isaac			6.8		5.8		5.0										17.6	17.6
Neil Bray	3	10.5			3.9	0											17.4	17.4
Stephen Bailey	5		7.0			5											17.0	17.0
Peter Quinn	3			9.0		5											17.0	17.0
Derek Tyler		8.6	0.0					7.5									16.1	16.1
Andrew Brown	3	4.0				3		6.0									16.0	16.0
Brian Cope	0			5.0	3.0		7.0	0.0									15.0	15.0
Ron Grimwood			6.7	8.0													14.7	14.7
Bill Foreshew			8.0				6.0	0.0									14.0	14.0
Tim Pearce	5					1		8.0									14.0	14.0
Rich Welsh	1			7.0				5.8									13.8	13.8

Crackington League 1997 (cont)

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
David Turner	0				10.2	3											13.2	13.2
Mal Allen	0			3.0		3	6.6										12.6	12.6
John Sargeant		6.8			5.7												12.5	12.5
Jason Collins	5	7.0															12.0	12.0
Dean Partington		8.0			4.0												12.0	12.0
Keith Sanders	3					3	6.0										12.0	12.0
Frank Burton						0	7.6	3.8									11.4	11.4
Stuart Harrold		4.0				5	0.0	2.0									11.0	11.0
Robert Hodgkinson		6.0						5.0									11.0	11.0
Ken Orson				3.0			8.0										11.0	11.0
Derek Pearce		11.0															11.0	11.0
Richard Dawe				10.4													10.4	10.4
Brian Alexander	0		6.0	4.0		0											10.0	10.0
Gerald Burridge	5					5											10.0	10.0
Barry Clarke		10.0				0											10.0	10.0
Jeremy Flann	5					5		0.0									10.0	10.0
Peter Hart	5					5											10.0	10.0
Peter Keightley	3	2.0						5.0									10.0	10.0
Brian Partridge	3			2.0		5	0.0										10.0	10.0
Richard Ward			7.0			3											10.0	10.0
David Miller	1				8.6	0											9.6	9.6
David Symons	0			9.4		0											9.4	9.4
John Ludford	0				9.2	0											9.2	9.2
Brian Bradshaw								9.0									9.0	9.0
Bill Faulkner		9.0															9.0	9.0
Ray Easterbrook	3		5.8			0											8.8	8.8
Mike Stephens		8.5															8.5	8.5
Harvey Harrison	0			5.0		3											8.0	8.0
Mike Pearson	3	0.0				5		0.0									8.0	8.0
Matthew Sharratt	5					3											8.0	8.0
Mark Tooth	5					3											8.0	8.0
David Greenaway					7.9												7.9	7.9
Michael Leete	0	7.8				0											7.8	7.8
John Summerhayes				7.4													7.4	7.4
Dave Llewellyn								7.0									7.0	7.0
Paul Martin	3					0	4.0										7.0	7.0
Roger Reed		7.0															7.0	7.0
Peter Davies		0.0			6.8												6.8	6.8
Tony Branson	0	6.6															6.6	6.6
Timothy Foster								6.5									6.5	6.5
Alan Selwood	0					0	6.5										6.5	6.5
Keith Hodges	5					1		0.0									6.0	6.0
Michael Warnes	3					3											6.0	6.0
Chris Cole							5.6										5.6	5.6
Ian Williamson		0.0				5											5.0	5.0
Ron Bradshaw	0				4.9												4.9	4.9
Geoffrey Margetts	0	0.0			4.7												4.7	4.7
James Clark	3		0.0			1											4.0	4.0
Terry Coventry	3					1											4.0	4.0
Brian Bennett							3.0										3.0	3.0
Roger Hooper	0	3.0				0											3.0	3.0

Crackington League 1997 (cont)

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
John Ireson	3						0.0										3.0	3.0
Jon Moores	1		2.0														3.0	3.0
Nigel Moss	3																3.0	3.0
David Parry						3											3.0	3.0
Philip Potter	3					0		0.0									3.0	3.0
Andy Curtis		0.0					2.0										2.0	2.0
George Edney		2.0															2.0	2.0
John Parsons	1	0.0				1		0.0									2.0	2.0
Brian Bailey	1																1.0	1.0
Andy Webb	1																1.0	1.0

Navigators League 1997

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
Julia Bricknell	5	11.0	9.8	10.0	9.8	3	10.0	10.0									68.6	68.6
Hazel Macdonald	5	9.5	10.0	9.0	9.9	5	8.6	9.8									66.8	66.8
Antonia Ashby	1	9.0	10.8	11.0	10.8	1	11.0	11.0									65.6	65.6
Tricia Greenslade	5	10.2	9.3	9.4	10.1	5		10.1									59.1	59.1
David Bell		9.6	7.7	10.0	9.6		9.0	9.5									55.4	55.4
Richard Cosway	5		10.2	10.4		5	10.2	10.1									50.9	50.9
Anne Whellock	5			9.2		5	9.3	9.4									37.9	37.9
Ken Martin	3	0.0		7.6	8.7	0	8.5	4.7									32.5	32.5
June Blakeley		7.6	5.7	5.0	7.6		4.0										29.9	29.9
Lisa Sargeant		8.8		8.6	7.7			3.7									28.8	28.8
David Jones					9.9		10.4	8.4									28.7	28.7
Matthew Robson	3	7.5			2.9	3		6.8									23.2	23.2
Paul Gregory	1	6.5			5.9			7.8									21.2	21.2
Tony Corrick			10.4			5		5.7									21.1	21.1
Gillian Chatto	5	9.2				5											19.2	19.2
Janet Mattin	0	10.0		8.0													18.0	18.0
Jim Walsh	0			6.0	11.0		0.0										17.0	17.0
Janet Bailey	5		7.0			5											17.0	17.0
Kieron Patterson	0			5.0	3.0		7.0	0.0									15.0	15.0
Donny Allen	0			3.0		3	6.6										12.6	12.6
June Sargeant		6.8			5.7												12.5	12.5
John Collins	5	7.0															12.0	12.0
Brenda Burton						0	7.6	3.8									11.4	11.4
Sue Ludford	0				9.2	0											9.2	9.2
Mark Greenaway					7.9												7.9	7.9
Brian Mitchell								7.0									7.0	7.0
Martyn Little		0.0			6.8												6.8	6.8
Brian Hooper	0	3.0				0											3.0	3.0
Isabel Parry						3											3.0	3.0
Sue Webb	1																1.0	1.0

Pouncy League 1997

	Exeter	Exmoor	Lands End	Exe Valley	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Westcott	Total	Best Nine
Keith Lee		14.09		15.04	13.04							42.17	42.17
Dave Mason	5	6.20	3	11.13	15.05							40.38	40.38
Richard Thompson		13.20		13.13	14.05							40.38	40.38
Richard Dawe	5	9.20	5		11.05							30.25	30.25
Duncan Welch	5		5		15.04							25.04	25.04
Buster Griffin		10.20		14.13								24.33	24.33
John Summerhayes		15.20		7.13								22.33	22.33
Martyn Franklyn				8.13	14.03							22.16	22.16
Trevor Hughes	5		5		12.05							22.05	22.05
Bob Thorpe			5	12.04								17.04	17.04
Mike Burke	3	2.20		10.13								15.33	15.33
Yoshi Adams					15.03							15.03	15.03
Paul German		12.06										12.06	12.06
Ashley Hanley	5		3									8.00	8.00
Bill Hannant	5		3									8.00	8.00
John Russ	3		5									8.00	8.00
Geoff Westcott	3		3									6.00	6.00
Howard German		5.20										5.20	5.20
Chris Bale				5.13								5.13	5.13
Tom Beckerleg			5									5.00	5.00
Ian Daws				4.13								4.13	4.13
Tim Whittle				3.13								3.13	3.13
Allan Angold			1									1.00	1.00
Chris Bush			1									1.00	1.00
Alan Spencer	1											1.00	1.00
Steve Wildmore			1									1.00	1.00

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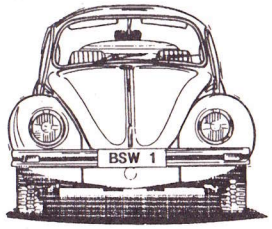
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