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Re - Start

The

Association of Classic Trials Clubs

Magazine

The Quarterly Bulletin of the Classic Trials World

Re - Start *Volume 8, Issue No. 2 Novenber 1997*

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Editorial

With the second half of the season now in full swing, most competitors are busying their minds with the last few trials of 1997. At least for the moment they can also look forward to next year. By the end of next season this may not be the case; Classic Trialling is under threat. If we are no longer allowed to use our traditional sections there will be no more of our sport as we know it.

Of course it may take longer than 12 months, but if we sit back and do nothing then the closure of BOATS or RUPPS to motorised traffic will proceed apace and the end will be inevitable. ACTC must look to outside help to fight its corner and where better than the RAC.

At present, our form of motorsport is practically the only one not to have an RAC MSA Championship. Up until now, there has seemed to be no wish for that added status. It was ACTC's decision at its inception that it should run its own. But surely now we need to reconsider the position of the championship. It is possible that we would get no more support than we do at present from the RAC. On the other hand, with a chief executive officer at RAC MSA who enjoys his MCC events and knows the sport, now must be a good time to give this option some serious thought. Quite apart from the fact that we may need their help to survive at all, it would certainly give the championship status which it does not have at present.

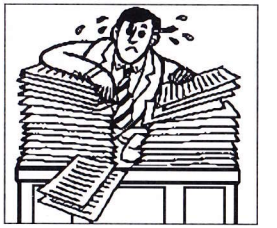
Tyre pressure limits have been employed by organisers on most events this year as a means of levelling the playing field between the classes. This, coupled with the growing trend of introducing an impossible Class 8 only section on many trials, has meant that for the first time there are no Class 8 cars in the top 5 of the Weelspin League (some might say that this is because most Class 8 drivers are complete plonkers!). Tyre pressures in themselves are not a bad idea in certain conditions and on some trials but there is a basic problem with the fairness of the practice, namely that in Classes 7 & 8 there is a mixture of rear and front engined vehicles. Obviously a rear engined vehicle has considerable advantage when this measure is employed. Surely a sensible option would be to give the front engined brigade a more lenient tyre pressure - or vice versa.

Another option is not to employ this method at all but to make the re-starts harder. There are many occasions when, having cleaned a fairly easy re-start, competitors get to the top and mentally thank the organisers for not positioning the line on that tree root or slab higher up the section which they would have had a struggle to get off. Completing a re-start test successfully is one of the integral skills required by a trials driver - if the test is tough enough. All too often they are not much more than a rest half way up a section.

Deciding what tyre pressures to use is another skill the sport requires. It would be a shame for organisers to remove it altogether.

Thanks to Pat Toulmin for all her help with this issue. Pat is taking over for real next year with Dennis as Assistant Editor so the next issue will be my last!

Sect's Page



My last notes started with a comment about the lack of synchronization between ACTC Council meetings, me and Re-Start; things haven't improved yet - but they will!

We held a Council meeting on 18th May and the AGM on 28th September, so there are several items now to bring to your attention. Remember, however, that these are only brief notes; ask your club delegate to elaborate on any subject that is not clear or complete.

There have been no changes to your Officers, President or Vice Presidents this year, however, there will shortly be some changes in relation to Re-Start magazine, which you will read about elsewhere. Note also that Simon Woodall wishes to relinquish the Chairmanship next year, so please put forward your nominations before the next meeting, planned to be held on 10th May 1998.

The RAC Trials Committee have dealt with a number of classification/eligibility matters, and have given notice of major changes to tyre regulations. This will not seriously affect ACTC, since we will continue to work with our own list of acceptable tyres. If you would like a copy, send a SAE to Dennis Greenslade (address under Assistant Editor). The Technical Panel is to review this subject in order to evaluate the possibility of a general, and workable, technical specification for the future. Non-availability of leaded petrol from the turn of the century was also debated, but it seems that the RAC has little to offer; you should lobby your MP, your MEP and, if your cub is a member, throw your weight behind the FBHVC (Federation of British Historic Vehicle Clubs).

ACTC will adopt the Class 2 Guidelines, published by the MCC, from 1st January, 1998 (pre-Land's End Trial version, not Triple, issue 69 version). However, "Re-classification certificates" issued by the MCC will not be recognised by other motor clubs for one-day trials, i.e.. only the first sentence of Guideline 7.2 applies.

On a similar topic, further work has been undertaken to prepare a Class 8 "Formula"; a new draft proposal is imminent at the time of writing.

Jim Templeton will be covering the latest Rights of Way issues. The Council agreed unanimously to set aside £500 from each of its general and championship accounts in order to pledge £1,000 towards the fighting fund.

Next year's calendar will include a special one-off trial in the Isle of Man organised by the Midland Automobile Club; it was agreed that this will be a bonus round in the 1998 Championship (i.e. scoring as for MCC events).

Following several drafts and changes to incorporate Motor Cycle clubs, a revised set of General Rules for ACTC has now been agreed. Copies will be circulated to club representatives shortly. Updated Guidelines for Trials organisers are likewise in draft form, but have not yet reached a final stage, due to

Roger Pole's recent illness.

Turning now to Championship affairs: It was decided that the motor cycle class structures would be aligned with the MCC classes from January 1998. In order to cope with rising costs, the Championship registration fee will be increased to £10 next year with pro-rata increases for navigators and for extra copies of Re-start magazine.

Council has spent time debating a number of issues arising from our Quality Controller's reports; "Championship Status" has been the subject on more than one occasion! You already know about the special one-off events - Camel Vale's 1997 Bodmin Trial and MAC's 1998 Manx, but it was decided that the Newquay Auto. Club would have to run their Kernow Classic one more time "under observation" before it could be considered for upgrading, hopefully to become a long-term round of the Championship.

Gerald Burridge



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Simon Says...

One of the most important issues to have come up in an ACTC Council for quite some time was discussed at our September meeting. This is a Rights of Way issue. I am sure that most of you who restrict your interest in our sport to competing are fairly unaware of the importance of Rights of Way (RoW) to our sport. Some of you may be aware that a reasonably high proportion of the Sections that we use are "Vehicular Rights of Way". Of those that are, you might be familiar with the terms RUPP and BOAT. A "RUPP" is a Road Used as a Public Path and is a fairly old piece of nomclemature which is currently being superseded by the term "BOAT" - a Byway Open to All Traffic. The conversion of RUPP's to BOAT's is not a simple one. Some RUPP's are identified by the local council as having vehicular rights, and are converted to BOAT's. Others are reasoned to be unsuitable for vehicles, and are downgraded to Bridleways. This change is important to us as a group, as every one has as much a right to drive their car on a BOAT as they do to drive down the M1. Wheeled vehicles are specifically excluded from using Bridleways without going through a complex permission granting procedure. The initial decision as to which way, if you will pardon the pun, the decision falls is an arbitrary one based on the local government official's own opinion and any pressure group who may become aware that the process is going on. You might imagine the attitude of an official who has little interest in motoring when looking at a section and trying to decide if it is suitable for vehicles! If you think that with their level of understanding they are unlikely to approve a section that is wide enough for a car, think what they might feel about one that is only wide enough for a motorcycle. To quote from Steve Neville of the Trail Riders Federation - *All RUPP's must be reclassified. Some RUPP's are of small use for motor recreation ; others are essential parts of the green lane network, worth trying to protect. The principle of reclassification is that each RUPP be examined by the highway authority to see what evidence exists to demonstrate whether or not vehicular rights exist. Such evidence may be documentary e.g. an enclosure award or by users such as AWDC or TRF having used the way regularly for upwards of 20 years. If there is adequately persuasive evidence of vehicular rights the RUPP should be reclassified as a BOAT. If there is no adequate evidence then the reclassification is as a bridleway. The decisions of Planning Inspectors considering RoW cases have tended to favour the status of a bridleway rather than byway and one reason for this is that BOAT decisions have been challenged in court by land-owning and anti-motoring interests.* - The intent to change has to go through a planning process, with notices displayed on the route, and the true status of the route established. If the initial decision of the authority is disputed, the process may go to a public enquiry. Public Enquiries are very legal events, with all sides of the argument being

heard by one of Her Majesties Inspectors, and all the pressure groups putting in their three pen'uth. Everyone is supported by solicitors and barristers who have all their legal arguments and official precedents ready to support their particular view. It can be a long and arduous process and requires deep pockets to support all these legal eagles.

Those of you who are quick enough off the mark to get an entry to the Allen Trial will no doubt know of Guys Hill. In view of the severity of that section, somewhat fewer of you will be aware that there is a way out at the top which leads across an open field to the village of Norton Malreward. A recent public enquiry has chosen to downgrade this RUPP to a bridleway. Whilst many of you will say "so what, we never get that far" what is significant is not the actual downgrading of this route, but the manner in which it has been done.

The buzz word in RoW circles at the moment is "Robinson vs. Adair". The facts of this case were that motorists were driving along a metalled roadway which was part private and part public with a footpath running along it. The purpose of this driving was to park on land at the end of the road for social purposes. At issue was the question whether or not the motorists, by driving for so many years, had given presumption of dedication by the owner of the land of a public right of way for vehicles. The court held that such a right had not been dedicated because the land at the end of the road was registered common land, the parking was therefore unlawful, and a series of unlawful acts cannot give rise to a presumption of dedication of rights. As a result of this the DoE wrote to the local authorities setting out its view on the effects of this on reclassification orders. The letter states "....as a consequence, vehiclular rights cannot have accrued over any way recorded as a RUPP through the use of vehicles on that way in the belief that its status conferred rights of vehiclular access. A RUPP cannot be upgraded to a BOAT on user evidence, unless 20 years use can be shown to have accrued before the Road Traffic Act of 1930 came into effect, or dedication can be shown to have occurred." In trials speak, this means that just because we have been using a section in the belief that it is a road does not make it so. Or to put it another way, the use of sections marked as RUPP's on the map has been illegal since 1930. Since this covers a major proportion of the sections that we use, it is a matter of some concern.

Sufficient number of concerned bodies feel so strongly about this that an appeal is being lodged against the decision to downgrade Norton Malreward. This is being done not in the confidence of having its status as a BOAT confirmed, but to ensure that even if it is not confirmed, it is does not set the precedent that driving on RUPP's has been illegal since 1930.

Now we come to the nub of the matter. The appeal has been lodged in the High Court in the name of Tim Stevensof LARA (Land Access Rights Association). As you might imagine, High Court Appeals cost a lot of money and

the risk to Tim is that if the appeal is lost he stands to be personally liable for a bill of possibly up to £20,000. We therefore need people to reflect their concern for the future of our sport by supporting Tim in this matter. Monies have already been committed by the Trail Riders Federation and LARA. ACTC itself has committed £1,000 and many of the organising clubs have already made commitments but we need all the support we can get. I am therefore asking you all as individuals to show how much you care by making your own commitment to this cause. The good news is that we don't need your money! If the appeal is won, and costs are awarded then there is no financial liability. What we need is your commitment that in the event that the money is needed, either because costs are not awarded or because the case is lost, then you are prepared to come up with the cash at that time. Please please consider this carefully, it is probably the biggest single threat that our sport has ever faced and it is not a time to think that someone else will sort it out. Please write to me as soon as possible stating that you are prepared to pledge what ever amount of money you can. As with all appeals, any amount from 50p to £1,000 will be most gratefully accepted.

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The MCC's Testing Trial

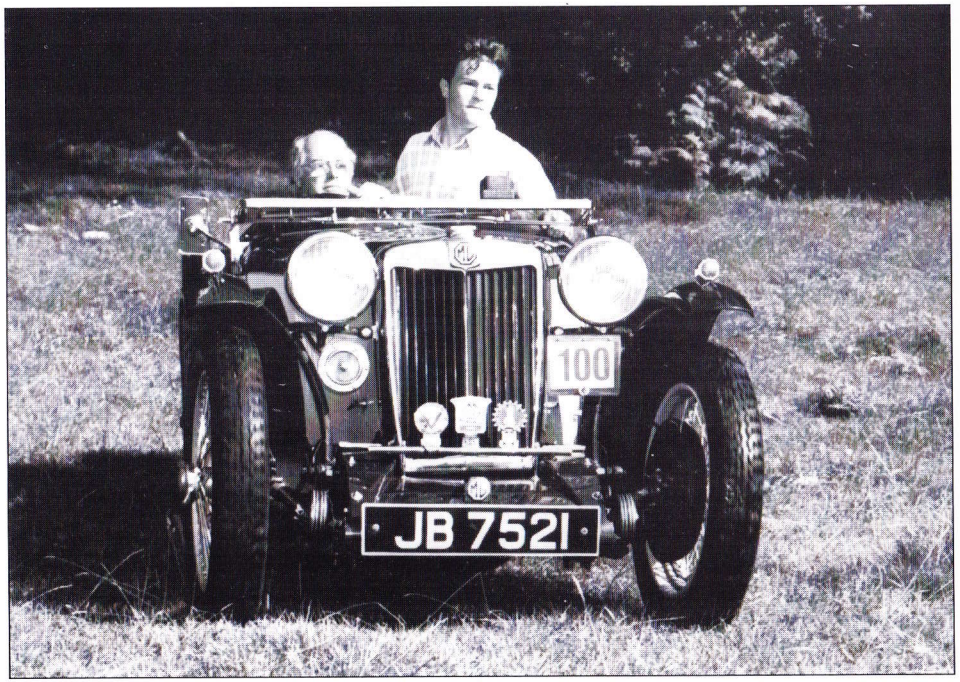
Report by Ralph Venables

At the age of 83, there is no real reason I should go to the annual MC'C Testing Trial to watch the women. But I must admit that I do derive pleasure from seeing Anne Templeton driving her Troll with gay abandon, so I always look forward to the Testing Trial with what amounts to lascivious relish.
In 1995 Anne was there and won an award. In 1996 she was a non-starter, and this year she decided to watch the Grand Prix instead.

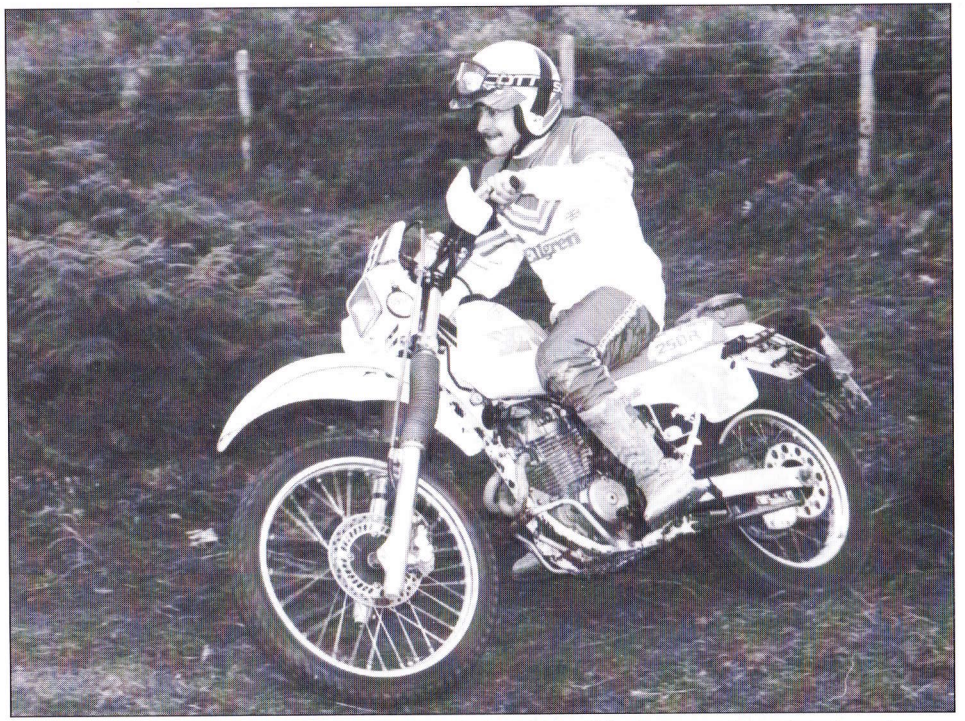
However, among the motorcyclists were Julia Browne (Neil's sister) and Nicky Vaughan (Peter's wife), and among the car competitors were several delightful women drivers and passengers so my day was by no means wasted. The weather was as near perfect as made no difference, and I was sorry that John Aley (the instigator of the event) was not there to enjoy it all.

The date was July 13, the venue was Cucklington (on the Dorset-Somerset-Wiltshire borders just east of Wincanton) and the entry was composed of 42 bikes and 49 cars. The organisers had hoped to reach three figures, but 91 wasn't too far off.

In any case, more competitors would inevitably have meant rnore delay, and the rather lengthy waits are inclined to mar the enjoyment. Jenny West was in



Ian Williamson and son Jonathan with their ex-team Cream Cracker MG PB
Gordon Francis Photography



Solo motor cycle winner John Dowse, 250 Honda XR on one of the timed sections
Gordon Francis Photography

charge of results, as usual, husband John was scrutineer, John Hayes and Dick Peachey were responsible for laying out the 11 tests (with assistance from Les Maidment) and Jack Pouncy was in charge of the start.

Despite the previous days heavy rain, the tests were quite grippy and the speeds were considerable. Each competitor had four runs, with total times being the deciding factor when working out the results. 30 point penalties were incurred for failing a test in iny way (such as overshooting a stop line, or touching a cone) and even the best soloist piled up 656.4 seconds (being 626.4 on time, plus one 30 for overshooting a stop line).

The John Aley Trophy went to wild man Roger Gagg on his 750cc Triumph Metisse sidecar, with Paul Stone as passenger, despite notching up two 30-point-penalties. This trophy is awarded to the competitor recording the greatest improvement over the winner of his class a year ago. Roger is no slouch, and his performance on July 13 was verging on the ruthless. I have known Roger for many years, and am well aware that the Nottingham man is not one to hang about.

The best soloist was John Dowse (656.4 seconds), followed by Neil Browne (666.9 s.) and John Lees (728.8). John Dowse is a regular motorcycle winner in

the Exeter and the Land's End, Neil Browne was last years Testing Trial winner, and John Lees is a great enthusiast from Penzance who rides a zestful 650cc Triumph. Dowse rides a 250cc Honda, and Browne rides a 650cc Triumph. Three very worthy award winners.

With Roger Gagg taking the John Aley Trophy, the best sidecar driver was Jon Stobbs (with father Edwin as passeenger) on 781.2 seconds - an astonishing achievement with a 250cc MZ outfit which was hardly overburdened with power. In second spot came Peter and Nicky Vaughan with their 600cc Norton (810.5 s.) and third place was taken by John May/ Howard Andrews (1,000cc BMW) on 813.0 s.

Among the cars, messrs. Warne and Sanders took top place in Class C, with an RLT Husky, in a time of 836.2 s. Second the Hillman Imp of Neil Plumridge with passenger Adrian Cornelius, on 841.5 s. And third came dashing Emma Flay in her Ford Escort, on 845.6 s. Tom Brickell (Peugeot 205) took the award for best front-wheel drive performance, 883.5 s.

In Class D, Pete and Kelly Quinn headed the list with their Marlin Roadster in a time of 746.9 s. Second came Dean Partington/Chris Woodhouse with their Cannon, 747.1 s. (how nearly they were first!) and third place was occupied by Brian and Chris Partridge in their J2 MG, time 752.5 s. Best veteran car proved to be the sedate 10-year-old 16/45 driven by Steve Dear. His occasional passenger was Alan Grass.am and his time was 1,179.0 s.

This report is somewhat sketchy, but more than a fortnight elapsed before I was asked to write something for Re-Start. If I were not madly in love with the editor, I wouldn't have bothered...

The Holsworthy Motor Club's
Taw and Torridge Trial

Report by Nathan Mitchell

This was the first classic trial after the summer break, the week leading up to the trial saw some heavy rain showers, so this was going to make an interesting event! We left Redruth in the Skoda Estelle to meet Dad, also in a Skoda, and Dennis and Tricia Greenslade in their Reliant Scimitar. At signing on at South Moulton we entered our team 'Clockwork Orange', which consisted of Dad, myself and Giles Greenslade in his 1300 Beetle.

Hunstone Woods was the first section of the day which was only a couple of miles from the start. I was expecting a nice easy section to warm up with, but as we turned off the main road onto the forest track it soon became apparent that this was not the case. As team ' Clockwork Orange' joined the long queue of cars waiting to attempt the hill Giles Greenslade was seen leaping from his Beetle followed by the rest of the team to inspect what seemed to be a tricky section. The nerves were showing already!

After a ¾ hour delay it was our turn to attempt the section. The first part of the hill was a little bit greasy but not a problem, it then went right and levelled off for about 20 yds before going sharp left where it got steeper and very slippery, we ran out of grip at the 2 marker which seemed to be the norm, even for classes 6, 7 and 8, as they had a restart a little farther down the hill, however clean climbs were managed by Dennis Greenslade and Paul Bartleman. The next hill, Higher Hunstone, in the same wood, was a straightforward climb but it was a little rocky on the restart, which gave some of the classes a problem.

Section 3, Bray Hill, was familiar with my team mate Giles who climbed it earlier this year on another event. Travelling down the road to the section we could see clouds of smoke bellowing out through the trees, this turned out to be rubber smoke from the tyre of Emma Flay's Escort, which had slid into the deep gully on the right hand side of the section. I managed to climb this section without to much of a problem keeping the car well to the left to avoid the gully, however, my car got a bit crossed up so my only option was to drive into the gully and go for it. An excellent hill which reminded me of the MCCís Tillerton Steep.

Section 4, Rivaton, was a track with a couple of sharp bends and was a fairly straightforward section, unless you had to do a restart. An approximate drive of 5 miles brought us to section 5, Kingford. This was an excellent hill that was slippery with tight hairpin bends. We got round the first hairpin without a problem but having to be gentle with the throttle as it would have been easy to spin to a standstill. We had a bit of a fright going into the second hairpin by approaching it too fast, which made the front end of the car break away and we slid straight into a Rhododendron bush, but luck was on our side and we managed to force our way through the branches and go on to clear the section.

After Kingford it was into Torrington for a compulsory lunch halt. At this stage of the trial all the class 4 cars were extremely close with only two points separating the 8 cars in the class. Things were also pretty competitive in class 3 with Paul Bartleman still having the edge with a clear run.

After lunch we were back into the woods for section 6, Tuckers Mill, which had a muddy sharp right hand bend which caught a few competitors out, but if you got around the bend it was a straight forward climb. Watergate Woods was section 7. The hill didn't give classes 1 - 5 many problems, but classes 6,7 and 8 found things a little tricky getting off the restart, quite a few three and four marks were lost there.

Pencleave saw the first restart for classes 1 - 5 on this event, this hill was a stony track with a clay covered bend half way up, and where better to put a restart than on that very bend. However it was grippier than it looked and most of the entry cleared it. Julian Dommett was not having one of his better days. The spark plugs on his Dellow were giving him some grief and then to top it all the fuel pump packed up on the way out of section 8. Luckily he was carrying a spare and so, in a matter of minutes, the Dellow was back on the road.

Langtree Common was a steep muddy climb over a bracken covered bank. There were deep ruts on the 7 marker, most of the entry grounded out here. Nigel Allen had a excellent climb in his Class 6 Beetle going straight over the ruts and cleared the section only having to return to tow Graham Brasier's car out of the ditch that he had slid into.

Cutliffe Lane, known by most, was in a similar condition to when it was used in this yearís Lands End Trial, but there was a sting in the tail, with the addition of a restart for classes 7 and 8. The only Class 8 competitor to clear the hill was Dean Partington in his Cannon. Julian Dommett also made a clear climb in his Class 7 Dellow.

Putshole Woods was a steep muddy climb up through a group of trees. It was then onto the last three sections of the day, these were bone dry compared to the rest of the dayís hills. Leigh Woods was a winding track which ended in a field. Old Rocky was a narrow stony track with a restart which caught a good number of competitors out from all classes.The last section of the day was Crossleigh, an old rough track with gullies and a large rock slab.

Holsworthy Motor Club should be congratulated for an excellent job in organising a superb event with a good variety of sections, which were challenging for all classes.

Report by Les Venables

In the best trials tradition it was a last minute rush to get the Honda XL ready. I stripped the engine after the last trial (in May) to fit a six speed gear cluster and to have the barrel rebored. It was rebuilt and running the weekend before the trial, and after a quick road test everything seemed OK .....

The alarm goes off at 4.30 am, I must be mad - have the same thought every year. I ride the bike a couple of miles to meet my transport and we both arrive on time, load up and get under way. We leave the trailer at Holsworthy and ride to South Molton, a slow journey as two of us are running in new parts. Should have put more clothes on as it is rather bracing this early in the morning. Arrive at South Molton, get scrutineered, sign on and are ready to go - I wish there weren't so many bits of paper for the Route Card.

Section 1 Hunstone Woods. The restart, on grass, looks slippery but I have no problems as there is plenty of grip. Section 2 Higher Hunstone - I failed the restart here two years ago, but manage to climb it this year. Somehow the rocks don't seem so loose, and so on to Bray Hill where no problems are encountered and another clean climb is recorded. Section 4 is Rivaton and while thinking ahead about the diversion I lost marks on last year, by going too fast, I nearly end up in a gully on the right of the track. I manage to get back on line and take the diversion nice and slowly. Kingford, the next section, runs along a drive to a house and is quite easy, with plenty of grip. I could have used third gear, but I play safe in second not knowing what's coming around the corners.

Next is the mid trial halt, the food and drink are very welcome after our early start. The trial has been quite easy up to now, as the ground is still quite dry, and there are a lot of clean sheets. At Section 6, Tuckers Mill, it was "go for it" in second gear, as there was no restart to worry about. However the Special Test was very slippery, with the front wheel sliding away and the back one spinning. There is no grip what so ever, but I manage to stop astride the line OK. I have no problems on Watergate Woods, but I was ready for the difficult bit where you can get caught out. Pencleave, Section 8, has a tricky restart. It's on a bend and is quite slippery and required a steadying dab on the throttle, however I manage to get the feet up in the distance allowed. Expecting to see an Observer in the bushes, I miss the Section Ends marker and come to a dead end. Have to turn round and ride out through the section.

There is another small drama on the next section, Langtree Common. I meet a sidecar outfit reversing down the section and have to go back and start all over again. Section 10 is Cutliffe Lane and is a nice fast section, taken in second gear. The ride to the next hill was very nice, with steep hills and hairpin bends - I don't suppose many cars come this way. Putshole Woods needs to be taken slowly, due to the tree roots at the top, but I pick my way through them to another clean. It was different in February when it was pouring with rain and

deep in mud. The second Special Test is next. I am never very good on special tests, so I go well past line B to make an easy turn. I'm not the fastest here, but at least it's right.

On Section 12, Leigh Woods, we have to go up a stream and then back down the other side, and it is quite tricky to turn at the bottom. I take it slowly and wide and use the bank to help the turn. The restart is steep and loose, but I pull away OK. The restart on the next section is on a slippery slab. I feed in the clutch and get wheelspin, a few more revs are applied and we're away. The final hill, Crossleigh, is tame compared to years ago, when the restart was just before the rock step. The verdict ? All in all a very good trial, perhaps a little on the easy side, but it was possible to lose marks.

Report by Brian Cope

RESTART. Yes restart is the most appropriate title for this review since the Taw and Torridge Trial on September 14th not only represented the restart of the ACTC Classic Trials Championship but it featured a profusion of restart tests which certainly influenced the outcome of the meeting.

The organising club were blessed with good weather for this meeting despite the rather dry summer. Rain fell in the West Country a few days before the trial and left a good deal of mud for the Clerks of the Course to work with. Roger Pole and Jim Wood were not slow to seize the opportunity but they did impose strict tyre pressure restrictions on the whole entry. Some would say that this is a lottery for it then handicaps some cars more than others and the drivers no longer have the option to pit their skill and car knowledge against the gradient. Others argue that you cannot please all the people all the time.

The Honey Farm at South Moulton welcomed a very good entry. Some 34 motorcycle entries accompanied the 55 car crews who were all rested after the long summer break and eager to get on with it. Some of the regulars, however, decided to give this event a miss and the absentees included key Championship contenders such as Dudley Sterry, Anne Templeton and Mike Chatwin. The summer break had given Dennis Greenslade the chance to rebuild his Reliant SS1 on a new chassis since the original one now had more weld patches than virgin metal (which probably accounted for its tendency to open the doors automatically when under stress). His new motor looked particularly splendid with a bright paint job done by someone called Turner. Simon Woodall brought out the infamous VW Giraffe to run in Class 7.

With formalities efficiently completed the crews headed off on time in search for the sections. Holsworthy MC provided their home-brewed version of a route card which directed everyone to Huntstone Woods where two sections awaited. And this is where the tale of the restarts really began. Classes 6,7 and 8 were

required to make a restart on Huntstone Woods which defied gravity and not a single car managed the task. Classes I through 4 bore no such handicap and Paul Bartleman/Richard Hayward (Escort) and Dennis and Tricia Greenslade (Reliant SS 1) immediately left all other contenders behind with non-stop clears.

Close by came Higher Huntstone with its restart on a rocky out crop and again classes 6,7 and 8 were segregated from the rest and asked to perform a minor miracle. The Beetle boys responded courageously and Dennis Johns/ Diane England, Graham Brasier/Tristin Barry, Nigel and Fiona Allen succeeded. Half of of the class 7 and 8 entries failed to make it, so after the first two sections Classes 4 and 5 had pulled out an unassailable lead on the scoreboard.

Next came the old favourite Bray Hill with the West family again in charge. Either my memory banks are fading or nature has changed this hill. For the deep rocky gulley on the right hand side seems to have become much wider and is now unavoidable and, coupled with another restart for classes 7 and 8, it caught out Robert and Joy Smith (VW 1300) along with most of class 8.

The countryside was now bathed in a warm sunshine and the roads were empty of tourists which meant that the road sections were very enjoyable. The serious stuff started again at Rivaton which did not feature a restart. Instead it had a wicked deviation to the right around a tree for Classes 7 and 8 which required a wall of death velocity to avoid the pitfall. Great credit is due to Adrian Marfell/Helena Brooksbank in their Alfa powered VW Beetle for they mastered the manoeuvre along with Charles Shopland/Robert Coles (Shopland 1700) and Steve Vincent/Robert Vivian in their Maxi powered Austin Special. The remaining classes were unhindered by such details and almost no-one dropped a point.

Section 5 at Kingford seemed to be a new one and the hairpins were most enjoyable for everyone except Julian Domett/Antonia Ashby (Dellow 1172) who made a very rare mistake. A lunch break was included at Torrington where the sunshine and ice cream was enjoyed. The entertainment even included a car boot sale too.

Tucker's Mill caught a few unwary contenders but the hill was cleaned by Ian and Alan Cundy (VW Golf) which established a lead for them in the FWD class.

The Special Test in a woodland clearing is undoubtedly a favourite with Paul Bartleman /Richard Hayward (Escort 1600) for they were fastest here in 1996 but this year the front wheel drive crews perfected the handbrake tum to beat them. David Alderson/John Boswell (Troll) find these challenges to their taste and made FTD.

Watergate Woods did not appeal to Class 7 and many failed after the restart. Somehow Graham Brasier/Trisiin Barry (VW 1300) hesitated too and collected a rare penalty. The next section at Pencleave was less of a problem but the tricky climb at Langtree Common up a grassy bank and across an opposite camber, wrested a point or two from many in classes 1 through 5.

But classes 1 through 5 were given a chance to get even at Cutliffe Lane

where classes 7 and 8 were invited to make a restart on a dry but difficult gradient. Everyone in these classes failed and absorbed another five points except Dean Partington/Peter Keigthley (DP Canon) and Julian Dommet/ Antonia Ashby (Dellow).

Putshole Woods had a start line deep in mud but the experts found the necessary grip and the second special test was of only academic interest to a few by this time. Graham Brasier established FTD in his Beetle which is good going for a 1300cc motor.

Two classic sections at Old Rocky and Crossleigh ended the afternoon and the crews congregated at the Holsworthy MC headquarters at the white Han Hotel. A tough, well organised meeting in which restarts and tyre pressure limitations were key features.

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	Class	Marks	S/T
Ian Glover	A	0	28.50
Richard Thompson	A	0	29.13
Les Venables	A	0	31.44
Marcus Spence	A	0	37.44
Jason James	A	0	39.08
Adrian Bellew	A	5	36.40
Fernley Luxton	A	6	29.63
Dave Mason	A	6	32.45
Chris Barnicoat	A	6	12.92+F
Dave Parsons	A	6	14.73+F
Ryan Penhaligon	A	22	32.39
David Stuttaford	A	22	38.22
Keith Beer	A	28	31.62
Trevor Hughes	A	33	30.02
Mark Jones	A	35	36.40
Alan Spencer	A	35	F+25.26
Roger Stanbury	A	39	34.53
Mike Robinson	A	Retired	
Tony Fry	B	0	27.05
Trevor Olds	B	5	30.19
Tom Beckerleg	B	5	17.95+F
Buster Griffin	B	13	27.24
John Russ	B	16	32.13
Alan Woolgar	B	16	33.37
Mike Burke	B	20	33.70
Colin Cable	B	22	13.03+F
Dean Gibbs	B	31	29.07
Keith Lee	D	6	34.23
Neil Browne	D	11	31.52
Gerald Gulliver	D	20	32.58
Karen Macquarrie	D	24	32.56
Ian Cundy	1	11	30.20
David Haizelden	1	20	30.89
David Symons	1	40	F+F
Adrian Dommett	2	33	56.85
Paul Bartleman	3	1	30.50
Ron Grimwood	3	3	F+21.09
John Bell	3	4	31.03
Thomas Bricknell	3	10	21.19+F
Tim Foster	3	29	32.39
John Blakeley	3	31	34.23
Emma Flay	3	39	31.88
Philip Roberts	3	Retired	
John Cox	3	Retired	
Nathan Mitchell	4	9	33.59
Phillip Mitchell	4	9	34.27
Giles Greenslade	4	12	30.79
Robert Smith	4	17	47.78
Hans Viertel	4	22	40.61
John Summerhayes	4	28	35.48
Richard Ward	4	30	43.87
Richard Thompson	4	40	F+16.42
Dennis Greenslade	5	2	38.35
David Toms	5	24	51.48
Nigel Allen	6	3	31.37
Graham Brasier	6	8	28.61
Trevor Johns	6	17	22.24+F
Denis Johns	6	18	18.97+F
Anthony Andrew	6	19	34.58
Roger Bricknell	7	16	33.98
Adrian Marfell	7	20	F+14.69
Jason Collins	7	26	35.39
Julian Dommett	7	30	28.62
Simon Woodall	7	30	41.86
Chris Libby	7	40	42.92
Mike Warnes	7	51	23.03+F
Keith Sanders	7	52	37.99
Andrew Brown	7	61	18.21+F
Angus Stewart	7	Retired	
Dean Partington	8	6	30.49
Steve Vincent	8	9	31.55
Charles Shopland	8	13	30.21
Mike Workman	8	18	12.46+F
David Alderson	8	20	27.38
Bill Foreshew	8	22	34.62
Tony Young	8	28	20.03+F
Robin Preedy	8	29	38.86
Brian Cope	8	31	38.88
Chris Bale	8	31	45.84
Bryn Corfield	8	Retired	

The MCC's
Edinburgh Trial

(The Full Monty)

Report by Dave Haizelden

We left Exeter at midnight in pursuit of the HOLY GRAIL - THE MCC TRIPLE. We met with Julian Dommett and Paul Bartleman who made enquiries concerning our drive-shafts and gearbox - thanks Lads ! Whilst we were in the car park ready to start we discovered that the car would not. It was under the bonnet to refit the coil lead ??

The remainder of the night was uneventful although we kept a close eye on the car.

My observations relating to the Sections are:

Clough Wood - All thirteen of the Front Wheel Drive Class cleaned the hill but M. Sones in his lowered VW Golf managed to rupture his fuel lines.

Litton Slack - Up until ten minutes before we arrived at this notorious hill we were enjoying an Indian Summer, but on arrival it was more akin to Simms in January. Car after car was not even leaving the start line and for good measure. 12 psi tyre pressure limit for Class 1?? We deflate the tyres to 12ish to await checking by the marshal who advises that we can drop another 1.5 lb. We managed to climb within sight of the Section Ends board but with a few pounds less (or a few dollars more) we would have climbed the hill. Was this the end of our Triple Award ?

As we returned to the bottom of the hill we managed to watch the battle Royal between Julian and Paul who are tightly contesting for ACTC Wheelspin Championship points. First attempt was Julian and Antonia who finished on the top corner, or somewhere near there. It was difficult to be sure owing to much tyre smoke obscuring the hill. Paul followed and made the hill look tame.

Excelsior - Of the FWD brigade only R. Hull in a Citroen 2CV failed.

Bareleg - The first of three Re-Starts for FWD. Five from the Class came to grief on this fog bound barren hill top. The marshals certainly earned our respect here.

Bamford Clough - The men and boys from Torbay Motor Club were out on the hill and we nearly managed to collect Greg Warren and Mike Tucker on the way up. Some outstanding first time climbs by David Turner (Citroen AX), John Ludford (Vauxhall Nova) and Nick Ikin (Citroen 2CV). The first retirement was Allan Spencer's Morris Mini which stripped first gear and he promptly decended to the village pub and fell asleep for three hours.

Haggside - of the remaining twelve cars a quarter of the Class were to retire on this hill (such a smooth and gentle climb !). M. Sone's bolt broke on the car's throttle linkage and E. Holloway (Ford Fiesta) ripped the driveshaft from the gearbox with the Peugeot 205 diesel of C. Bonnett coming to rest.

Putwell - Surprisingly the Peugeot 205 Gti of Gary Preston failed to find any grip on the start line even failing to get going with a run up. P. Masters in his

rally prepared Vauxhall Nova also had trouble which was further compounded when the recovery failed to get him to Putwell 2, but he still managed a clean on Putwell 2. The final two hills caused no problems but the Citroen 2 CV's of Simon and Pat Osborne were lucky as Simon's chassis had broken and Pat climbed Carlton with his hand brake engaged.

And so to the finish to collect my pint from Julian.



Top: John and Tim Pellowe attack Bamford Clough in the Dellow.

Right: Peter Manning in the Midget on Bamford. He got a silver award on the event, only failing Litton Slack

Derek Hibbert Photography



A Maiden Marlin on the Edinburgh

Report by Tony Branson

My first trial experiences were back in the early seventies as a bouncer in a blown MG TC. I think I have been trying to repeat the sensations ever since, the roar of the exhaust the freezing wind in the face and the scrape of Range Rover tyres against the rear wheel arches. I tried driving a soft top Morris minor but it seemed to break all too easily and what's more my passenger didn't like having the hood down. I then acquired my first DAF principally to find out how it worked. I have had a lot of trials fun in DAFs and climbed all the MCC hills although not necessarily on the same trial and I do have a mantelpiece full of medals, two of them gold, but the nearest I got to a growling exhaust was Tom Waits on the tape deck and as for wind in the face, having the window open isn't quite the same. The DAF's demise was with a broken diff after climbing Abrahams on the '97 Chase Clouds.

In June last year I bought an unfinished project, a Marlin short wheelbase roadster. I later discovered that this had been started in Scotland in 1984 by a man of the Dexion school of drilling -if you drill enough holes of variable sizes around the area in question something will match up-. The second owner lived in Morpeth and had spent a few years being intimidated by the task. I took my friend and now wearer of the variomatic mantle, Derek Reynolds along to help strike a deal. Derek has worked as a market trader and has the knack of persuading people to sell him things for a lot less than they originally wanted and still end up feeling he has done them a great favour. Derek did his magic and I ended up the proud owner of a potential Marlin.

All the bodywork was in place also a 1275cc engine and transmission. The wiring, steering, seats and trim were still to do and then the business of registration. All this before the main task of making it trialworthy.

The announcement of a change in the procedure for Kit car registration starting in July was a tremendous spur to action. This change means getting "single vehicle approval" with a sort of super MOT costing £200 and no chance of retaining the donor vehicle number. The new rules have now been postponed until January 1998.

I found some suitable holes in the steering column mountings and fathomed out the mysteries of the wiring loom without much in the way of smoke or sparks and the car made its first moves under its own power early in June. I soon discovered that the brake cylinders which had not seen fluid for some time were seized. Fortunately the hand brake was effective. I reckoned that a good firm emergency stop might free them. This worked up to a point in that the right offside wheel locked. This would not have been a problem if the nut holding the steering wheel on had been in place. It wasn't and in order to push really hard on the brake I pulled really hard on the wheel and it came off somewhat limiting my ability to correct the swerve to the right. Application of the handbrake left me, the Marlin and the tree shaken but undamaged. The wheel cylinders were

freed off in a somewhat less dramatic fashion but in doing this I discovered that the rear offside wheel moved in and out by about half an inch as the bearing was loose on the halfshaft. Despite heat, swearing and breaking a substantial puller I failed to remove the hub from the shaft. I decided that it probably wouldn't matter for the DVLC inspection which I had booked but would have to be sorted for the MOT.

My first trip on the road was to the inspection in Newcastle. It ran reasonably well apart from some ominous clonks from the right rear hub. The inspection was made much easier by the presence of my son who had come along for the ride. It turned out that he was at college with the inspectors' daughter and everything was plain sailing from then. However the wheels of bureaucracy run slow and it was some weeks before I heard that I could retain the donor vehicle number.

In the meantime Jonathan Toulmin had kindly offered to lend me his spare axle and as I was in the area for the Cropredy festival I could pick it up. I also saw an advert in Restart for a trials kit for Marlin offered for sale by Neil Denham. It took me sometime to get in touch with him as he had moved but as luck would have it to within 20 miles of me. I soon became the proud owner of a van back axle, 14 inch wheels and a sump guard.

The MOT was the most unusual I have participated in. The garage had just received a new disc for their emission measuring computer and seemed to be having no end of trouble getting it to work. I didn't have the heart to tell them that they didn't need to use it for a vehicle registered in 1973. After about an hour they tested the brakes, put the car up on the ramps and jiggled the suspension and gave me a certificate. They never looked at the lights or wipers, they worked any way so I'm not complaining,

Trials preparation consisted of fitting the van axle, disc brakes, 14 inch wheels and the sumpguard. I also wound the torsion bars up a bit. Writing that was a lot easier and quicker than the work it describes. I made a new bracket to mount the spare wheel. I had originally planned on taking two but I was a little worried about the strength of the glassfibre rear body. Anyhow I also discovered that my sixth wheel had a low profile tyre fitted. I had considered fitting the van rear springs but felt that this was unnecessary since I didn't have much weight in the back. This proved to be a mistake.

The journey to the start of a trial is often as exciting as the event itself. This time was no exception. I had arranged to meet Derek for lunch at the first Little Chef south of Scotch corner. I had given him a rather early ETA as he is usually a little extravagant with time. However by the time I had collected my trailer which had been having brakes fitted, loaded it and collected my son from college in Newcastle it looked like it was going to be me that was late. Derek is nothing if not reliable and rang us on the A1 to say that he had a blocked fuel line and a leaking radiator and would catch us up somewhere en route. We had

slow journey to Whaley Bridge where I had arranged to leave the trailer. We unloaded the Marlin and stuffed it full of all the things we thought we needed and set out for my mother's. This was the longest journey the Marlin had ever done and I was a little disappointed at its lack of power caused in part by an intermittent misfire. It also boiled on the last hill on the M42 but we arrived at my mothers house only 3 hours later than intended. We started our meal and Derek and Fred arrived with fearsome tales of rushing round Newcastle having radiators fixed fuel lines unblocked and Derek trying to persuade someone to fit a 13" tyre onto a 14" rim. The good news was that the Volvo had run faultlessly all the way down.

After food and some sleep I did some minor adjustments to the plug leads, topped up the oil and water and filled Hal with paracetamol as he was now suffering with the 'flu.

We had an easy trip to Tewksbury, announced our change of vehicle and succeeded in persuading the scrutineers that this was a suitable vehicle to compete in the trial. I remained to be convinced and was sure that it would refuse to leave the start line at each section.

Derek left a minute before us and so I kept up a steady rate hoping to catch him up before Appleby Parva. Little did I know that he was still driving around the Strensham services looking for the way out when we were on the road to Pershore.

We were reunited at Appleby and made it together to breakfast at Hatton. All too soon were at the foot of Clough wood. The starter was being a little intermittent but otherwise all was well. Last year this proved to be the end of Derek and Fred's trial when the cam shaft turned and the distributor didn't, shearing its drive shaft. I also bent the steering on the DAF acquiring about 2" of toe out. We continued, converting the front tyres to slicks before we got home.

Startline, in gear, remember handbrake (never used it in the DAF) "When you're ready" and we are away. Lots of power quite a bit of wheelspin, but controllable. Horrendous noises from underneath, sumpguard hitting rocks, engine hitting sumpguard maybe even sumpguard hitting engine back, who knows? Before we know it "section ends".

I wish I knew why it always - all right nearly always - starts to drizzle when I approach Litton Slack except when I've marshalled there when a minor heat wave occurs. This year the drizzle started shortly after leaving Clough wood and by the time we reached Litton had rendered any chance we might have had of getting anywhere in a car with no weight in the back and road type tyre pressures slightly less than zero. We saw a spirited attempt by Peter and Caroline Hart in a Marlin, failing only on the final bend. Derek aided by Fred's bouncing nearly reached the AA boards. We made it to the start line but nothing interesting happened after that.

Excelsior proved no great problem, I think the natural endorphins caused sufficient deafness to the noises from below.

Some years ago on the Sunday after an Edinburgh I went and walked up Corkscrew and since then I've always wanted to drive up it. My wishes didn't seem to include a restart and if excitement is characterised by the "fight or flight reaction" as we approached my enthusiasm seemed to be rapidly changing from fight to flight. Unfortunately I couldn't believe I could get the Marlin to the top. I was wrong in this respect. I also knew I wouldn't be able to get it off the restart, wrong again. There was a third possibility I hadn't considered, overunning the line. We left the start at some speed and accelerated round the corner, Hal suggested going high into the box which I did but then reverted into DAF driver mode and stuck my left foot hard on the leftmost pedal which I believed to be the brake and kept the engine running with my right on the accelerator. I didn't even take my hand off the wheel to use the handbrake. We were well out of the box before I got my self sorted out and used the proper pedals and levers. We restarted and continued to the top with the usual crunches and groans.

On the way to Old Longhill I noticed the long remembered sound of tyre on wheelarch. Great, I thought "all my memories revisited". Then I thought "I don't have Range Rover tyres". We stopped at the (toilets on left) (locked by the way) and I then noticed that the transmission tunnel had developed a speed hump at the back where the rear UJ had been doing a bit of part time panel



Tony & Hal Branson posing at the top of Calton

beating and I could see that the rear springs had become concave down instead of up and we now had rubber rear suspension (the bump stops) but I suppose what was good enough for Issigonis and Moulton would be OK for us.

The next challenge was Bamford. We were early in the field and there was little delay. Derek set out before us and the message came back that he had stopped. There seemed to be an endless delay and talk of Land Rovers suggesting that he might have broken something. It turned out that he had failed higher than ever before with clutch slip due to low revs and had difficulty in reversing down. I told him he should have used the low ratio setting.

Our turn came and I left the start line in a flurry of wheelspin. Once round the corner I put the pedal to the metal. I should perhaps mention at this point that despite his 'flu Hal had done a little tweak at the Marquis removing the carpet on the drivers side. The extra power rocketed us to the top. The only problems were keeping my foot on the pedal and the fillings in my teeth. This was the first time I have gone up Bamford without running short of power since the days of the blown T type.

At the top, once we had calmed down, Hal got out and looked under the car. He said that there was something rather shiny at the back that was bent. I asked him whether it was leaking petrol and he said it wasn't so we continued to Haggside. This we cleared without problems until out of the section when we were baulked by a slow moving Volvo which caused us to boil. However Derek offered us some water at the top which made up for it. At this stage we realised that both the Marlin and the Volvo could get Bronze awards, a first for each of us.

I'm sorry but I can't remember anything about Elmore except that we cleaned it. The Deep Rake special test was performed with more attention to detail than time. Over the years I think I have got the knack of the Putwell II restart and after reminding myself that the Marlin had 3 pedals and a handbrake, which by now was almost vertical when on, I think we acquitted ourselves adequately.

Calton this year didn't have the bottomless ruts into which in years gone by triples have disappeared and we had a pleasant romp to the top. Wary of final sections we took Over Wheal with restrained caution and then parked to watch Derek. We also saw a Peugeot 205 who treated the section as a rally stage. Thence to Buxton for great celebrations with both Derek and I claiming Bronzes.

So what are my feelings on changing from the DAF to the Marlin? Both provide challenges in their own way. The Marlin is tremendous fun to drive although there is a lot of development work to do, probably as much on the driver as the car. There was enough room in the DAF to bring even the spare kitchen sink while in the Marlin we couldn't even take the sink tidy.

The Stroud Motor Club's Ebworth Trial

Report by Anne Templeton

October was the warmest and driest since records began - or so we are told. Unfortunately, Saturday October 11th was the wettest since records began - it teemed down from dawn til dusk. The sodden competitors who gathered in the woods near Stroud for a days sport didn't care. Everyone knew that the trial would be all the more fun with a drop of the wet stuff.

12 sections including two special tests. Apart from the tests, all the sections were to be attempted 4 times. This lulls the crews into a sense of false security; you fail one the first time round and then think you know how to tackle it on the next go. Unfortunately the Stroud boys usually manage to thwart such ambitions by making alterations to the section by the time you get there again.

Tyre pressure limits were imposed which made all the sections even tougher for competitors. Steering he vehicles in the right direction was as much a problem as forward momentum in the slippery conditions.

It was almost impossible to keep a track of scores - the numbers were horrendous. At the lunch break we had a bet with Brian Bradshaw that we would drop less than 150 points! Yes, it was that bad.

The Stroud members really took control of the event in all classes. Terry Coventry got impossibly high on many of the sections in the mini - how does he do that? Mike Chatwin came near to winning the event again but was pipped to the post be Paul Wear in his Escort. Dudley Sterry might have done better but he had to rush off to a dinner in London before the end. I dread to think where he was going to get changed - he was covered in mud from head to toe when he left the event.

Paul and Alison Eamer were giving their 6 week old son his first experience as a spectator on the trial - he had spent the previous Saturday watching on Bamford Clough so he will be another Stroud expert before too long.

The ACTC Chairman, Simon Woodall spent most of his time dragging cars out of impossible situations on the sections he was marshalling. Some, including a certain blue Troll, had to be physically lifted from completely wedged positions. All the marshals deserved medals, not just for manning sections in the pouring rain but for being so cheerful with it.

Well done Stroud, a great day out. We will return to try and get under 100 next year!

The Minehead Motor Club's
Exmoor Clouds Trial

Report by Adrian Marfell and Helena Brooksbank

Waking at 5.30 on a Sunday morning is never nice. Even worse this Sunday as it's a pea souper outside. For a change we decided to trailer the Baja to Minehead managing to arrive at 7.45 for scrutineering. This over, Hello's to a few, nice to see Rick Welsh back on the scene - not driving the immaculate Class 4 Beetle (is there any floor in it?) but passengering for Tony Underhill in a Fiesta carrying two complete driveshafts as spares!

Hels manages to get two bacon butties and we are away to Hindon. This is a grassy slippery bank with a re-start for classes 6, 7 and 8. The results show this caught nearly 50% of the field; maybe we are forgetting to make use of no tyre pressure limits. This I must admit makes a change.

Feeling disappointed with a 5 here we carry on. How beautiful it was driving across Exmoor in the sun with the fog now cleared and looking down into the valleys of cotton wool where the sea should be. Lovely.

Glenthorne, cancelled last year when it was so wet, was only attempted by Class 7 & 8 eventually. With every competitor queuing in the valley to attempt the section, it was wisely decided after a while to send the other classes on their way. With a re-start for Class 8, this seriously greasy steep section turned right into the sun out of the fog. Hels and I thought it to be a little dangerous because of the fall off to the left. I had to let off here!as we were running out of opposite lock. The only car out and off the re-start was Mike Workman and fresh passenger (he had to pay him) in the GVS.

Anyway, this hill was real challenge with only a handful of class 8 cars getting far off the re-start.

Another short drive to Oarford, a gully in a gorse bank with a mixturre of rock and mud; slippery and unlating off the start twisting to a re-start and out to the top. At last we can put a clean on the sheet.

On to Lucott winding through fields of sheep. This was a bit of fun only if you knew that the hill turns sharp left onto a large rock step worsened by a re-start for 6, 7 & 8. It was not easy and we did burn a little getting off, A relief. Time check. 12.30 -we are going to be late home!

Pin Quarry special test through a ford - this year not so deep - with some stopping and starting between a few lines. It's all over hopefully without a stall, missed gear or misfire. Well you can hope! We made a right pigs ear of this missing a gear etc etc. Barty (Paul Bartleman) in the shopping Escort managed to do 12.84 secs - fastest time. From this to Pin Quarry the hill. Last year this was a disaster, I think the best climb only a 5. This year dryer and plenty of grip at the base anyway, although a few boulders to belt the floor on the way over. Class 8 had a deviation and a re-start. After the 2nd special test (FTD shopping Escort again) we arrived at Port Lane.

Port Lane has got to be one of the hills of the year. A deep gulley, rutted, wet, muddy with rock and rough. We cleaned this last year and remembered it as being one to get going on which we did, climbing high up th wall at the 1 marker which was a bit of a moment as Hels looks down into the side of my year. Barty must have had too many groceries in the back of the Escort as he failed at the 2 marker. Well done to Murray McDonald in the 1303 Beetle going clean here. Likewise David Haizelden for his attempt in the golf.

Keenswood was dryer this year and most cleaned as they did Steep Lane, the section by the reservoir. As we travelled on to Druids a young boy greets us with a flash of his stripey underpants as bent towards us grinning - well he seemed to find it funny. Druids itself proved difficult for most except Class 8.

Leigh Barton, a narrow, deep gulley, did not stop many but we bent the stub axle on the section which gave us some serious positive camber. Vinegar Hill is a straight blast up through the conifers - as long as you don't hit anything on the way.

Ewarts Pickle (previously known as Slade Lane but renamed after Ewart Pickle, a Minehead club member) proved to be the last hill for cars as the trial was running late and the light failing. We were only the 10th car to attempt the section and it was already 6.30. This is a super section with a re-start for 6 -8 positioned on some tree roots. After that the section wiggles up through the trees. With a bit of luck and some bouncing we made it.

It was nice to see Mike Chatwin and companion watching the re-start; I think the companion less inclined on passeengering. A rare mistake by Dennis Greenslade in the freshly painted SS saw him tread too late over the re-start ridge! John Bell made easy work of this in the 2000 Escort as did that Golf again (Dave Haizelden). VW sure can make a rigid body with David's car offering a wheel up now and then - in fairness he did let off when it was a front one. Neatest man of the day must have been Mike Workman getting away perfectly from the re-start. Good for him as he had lost 4th gear and suffering a slipping clutch (no wheelies today then).

It was an education to see how a hill's severity lessens in a day. Maybe that is why a few people can spend time hanging around!? I say someone has got to go first.

For the record, Mike Workman took the overall award going clean. All in all a cracking day with something to challenge every car and driver, bike and rider.

Well done and many thanks to all the organisers and marshals, some of whom were on duty very late.

As someone said during the day, there are two must with Exmoor Clouds:

1. 3 spare tyres
2. An OS map!

The Exmoor Clouds Trial Results

	Class	Marks	S/T
Adrian Bellew	A	12	21.56
G Price	A	39	29.44
R Lidstone	A	42	25.53
P Sherring	A	43	22.71
Alan Woolgar	A	45	38.27
C Price	A	46	26.36
C Jones	A	51	21.83
Chris Lidstone	B	8	26.57
Buster Griffin	B	9	24.44
Chris Priddy	B	12	19.92
D Parsons	B	12	21.23
A Buckingham	B	29	18.45
Richard Dawe	B	32	22.19
Mike Burke	B	42	19.55
M Whitehead	B	53	21.07
M Weeks	B	54	23.89
Alan Spencer	B	58	28.72
Mike Robinson	C	13	27.39
Keith Lee	D	33	26.67
David Haizelden	1	34	29.89
T Underhill	1	81	38.32
T Jefferies	1	Retired	
Tim Whellock	2	31	38.00
Paul Bartleman	3	2	27.24
John Bell	3	15	30.91
Ron Grimwood	3	47	32.12
S Dyer	3	80	35.41
John England	3	Retired	
Alan Selwood	3	Retired	
Philip Roberts	3	Retired	
J Cox	3	Retired	
Murray Macdonald	4	14	33.39
Mal Allen	4	19	33.23
Giles Greenslade	4	25	39.49
Ron Bradshaw	4	34	35.31
John Summerhayes	4	46	35.04
Brian Alexander	4	47	38.31
Dennis Greenslade	5	26	33.38
N Allen	6	8	29.17
Antony Andrew	6	14	29.15
Derek Merson	6	18	30.87
G Browning	6	29	37.28
Keith Vipond	6	32	36.39
John Looker	6	36	32.08
D Johns	6	Retired	
Graham Brasier	6	Retired	

	Class	Marks	S/T
Roger Bricknell	7	2	30.61
Julian Dommett	7	2	32.91
Adrian Marfell	7	10	47.61
Mike Warnes	7	19	35.23
Keith Sanders	7	27	31.61
M Collins	7	33	36.11
Angus Stewart	7	62	37.60
Mike Workman	8	0	32.43
Bill Foreshew	8	3	30.58
Bryn Corfield	8	3	34.68
S Vincent	8	5	35.00
Adrian Dommett	8	5	60.62
Charlie Shopland	8	11	29.40
David Alderson	8	11	31.18
Dudley Sterry	8	12	32.50
Ian Davis	8	14	34.54
Tony Young	8	16	32.56
P Evans	8	16	33.18
P Merson	8	21	29.91
Brian Partridge	8	22	30.70
Brian Cope	8	24	28.05
R Smith	8	27	30.25
L Sherrin	8	31	36.49
Andy Curtis	8	35	29.59
A Green	8	44	39.23
C Bale	8	49	38.32
Anne Templeton	8	Retired	

The Holsworthy Motor Club's Chairman's Trophy Trial

Report by Giles Greenslade

23rd February 1997

First hill: Roly Poly, a fairly straight climb but minimum tyre pressures applicable to all classes, a gentle start to the trial with all cars going through clean.Then on to: Special Test 1: Pretty much without incident, it was unlikely that classes would be decided on speed tests in the prevailing conditions. Dennis Greenslade however ended up 90 degrees to the road, almost wiping out the rear fibreglass body of his Reliant Scimitar. Maybe a cushion would have helped him to see out the back.

The first test came in the guise of Smallbrook Wood. This was an exceptionally muddy section with a flattish but deeply rutted twist around a copse of trees, before a sharp right hander into a steep climb. A few ëlís were picked up on this section due to the need to continue going when it appeared you had passed the final marker. It looked as though Paul Bartleman struggled for a while but the Escort duly obliged when the right pedal went down and pushed him over the top.

Section 3 Leigh Woods 1: was a hill used on the Taw & Torridge last year. The rain had abated but more water was encountered as the section required the cars to first cross a small stream before going into a steep climb through trees and into a field at the top. There was plenty of grip despite all the rain. The way out, however, was straight back down the section. Driving up this section is far preferable to driving back down. The fourth section (Leigh Woods 2) saw the first restart. It was however a relatively simple climb with the whole entry again going through clean.

Section 5 was Crossleigh, a hill I'd been warned about by a number of competitors for its high step near the top. It was to be a case of foot down, hit it hard and get over or risk failing the hill. The hill was rough but the step itself had been filled in and therefore not the challenge that had been expected. Unfortunately a hose was pulled off Christopher Coleís Skoda, resulting in a loss of 5 penalties.

Section 6 was Gordons Terrors. The second of the restarts, but this vital piece of information was well hidden at the back of the route card and missed by Paul Bartleman. Emma Flay was heard to spin on the restart line. As a result, all those waiting were quickly out of their cars and tyre pressures were lowered. Emma was subsequently heard to have rumblings in her Propshaft. Section 7 Hackmarsh was another fairly easy climb.

After a holding control that had us waiting in heavy rain and high winds, we proceeded down to Linton field. This was where most of the entry began to lose their clean sheets. Few non class 8's went through clean, only Roger Bricknell, Julian Dommett and Dennis Greenslade, with a number of 1's and 2's dropped. The mud in this field was phenomenal and the climb wasn't helped by the fact

that hitting a marker on this section was also prohibited.

Putsholewoods was a fairly straight and fairly steep section. Philip Mitchell in the Skoda climbed well to drop a two, leaving Class 4 very tightly contended with only a point dividing Hans Viertiel and Philip Mitchell and myself. This was soon to change.

Cutliffe is well known to most of the competitors, being regularly used in the Land's end. Despite being very wet (unlike the previous two Lands End's) it caused few problems except for the restart for classes 6, 7 and 8. We failed however after struggling to get any momentum from the start and dying on power after cleaning only about the first third of the section. This put Hans Viertiel and Philip Mitchell in a two horse race for Class 4.

The end to the day was a series of four climbs in Ivyleaf Woods, where the mud was in abundance. An extremely sharp left hand bend caught anyone without an exceptional steering lock. Hans Viertiel pulled out a lead in Class 4, when he did get round and went on to clean the section. Left hand drive may have been an advantage. Hans was heard to note at the finish that he'll be competing in all trials with tight left benders. Paul Bartleman was the only class 3 car to go clear and Julian Dommett effectively won Class 7 here as Roger Bricknell failed to make it around.

Ivyleaf Woods 2 contained another tight left bender near the top of an otherwise more challenging climb. Anyone who lost points lost them on the bend. The third hill in the woods was a fairly straight but slippery climb, with nearly all the field again cleaning without too much trouble.

The sting in the tail definitely came at Ivyleaf 4. A left hand, 90 degree bend into a steep slippery climb saw only three cleans, all of which were Class 8. A restart for classes 6,7 and 8 made things even harder. The two most exceptional climbs must have been Paul Bartleman who dropped 1 and Philip Mitchell who dropped 2. Unfortunately for Phillip it wasn't-quite enough to pull back his deficit on Hans who subsequently took Class 4. Paul Bartleman took Class 3, Dennis Greenslade Class 5, Dennis Johns Class 6, Julian Dommett Class 7 and Steve Vincent Class 8, with Adrian Dommett taking the Chairman's Trophy with the only clean sheet of the day.

At the finish Clive Kalber and Emma Flay came in with a broken propshaft. This was snapped by Clive trying to find out why the car wouldn't climb Ivyleaf 4. Maybe he should've stuck to the navigating!

The Torbay Motor Club's Torbay Trial

Report by Philip Roberts

The Torbay has always been one of Roger Willcocks and my favourite trials. Roger is my navigator cum assistant mechanic/welder and body repair man. He is often needed to repair wings which have mysteriously come into contact with trees and gate posts and had carried out such repairs prior to this event. He had also resprayed the whole of the lower half of my Mark 1 Escort. It was therefore with some regret that despite having a word with the organisers we did not win the award for the best turned out car. This accolade went to T. Bail in a big Beetle which must have been in very good condition to beat us. But like the man on the advert says I'm not bitter".

The day started well apart from Dennis Greenslade asking me to write this report. Scrutineering was swift and signing on orderly and clear. Our start time which had been sent with the final instructions was spot on and we set off to clear weather. In fact ideal trialling weather dry overhead and wet on the sections. On the way to the first section Simms there were some fine views over Dartmoor. Confident in the knowledge that we have never failed Simms yet in an Escort we relied on our tactic of lots of wellie from the start line having let our tyre pressure down to around 12 psi and waited for our start signal.

Simms was wet, slippy and exciting and we found plenty of grip even backing off as we got near to the top our record on Simms unbroken. We delayed briefly to watch Dave Haizelden in his VW Golf attempt Simms only for us to comment that he seemed to take it very easy consequently coming to grief at the 4 marker.

The next section was Lower Dean which, in the past, has resulted in a broken gearbox and a broken cliff for us. The section is solid rock with a large stone step halfway up at the restart point for classes 6-8. There were several bumps and bangs on the way up but it was nice to see the top this time. Very few in classes 6 and 7 cleared the restart the exceptions being Julian Dommett, P. Quin, G. Brasier and D. Johns who, unfortunately, retired with a clean sheet.

Section 3 was Baddaford Lane. We were running very early at number 11 and the first class 3 car. We cleared the main part of the section surmounting a muddy hump onto a level stretch within sight of the finish board when we bottomed out, the diff burying itself into the mud. Despite being within 10 metres of the finish board, as this was not a subdivided section, we dropped a 6 here.

Aptor Lane was a fairly easy climb being cleared by the whole field despite being quite muddy. At the top there were spectacular views across Dartmoor the sun was shining and the skylarks were making a racket above. Roger and I often comment that if we didn't enter trials we would never, under normal circumstances, experience such beautiful countryside not just in Devon but throughout the South West.

It was on our way to the next section, Higher Recombe, that we went astray

for the first time. The route marks were very difficult to follow, was it just us or did others have the same problem? At Higher Recombe there was a restart which was very rocky. What worked for us was to get the rear wheels as near to the line as possible. Section cleared, Higher Shells was a fairly easy clear for us the most difficult bit being at the end where, because of the incline, you can't see where you're going. Dave Haizelden, really struggled on this section and had to fight every inch of the way at about 1 mph to get to the top.

Section 7 was Pitt Farm and we didn't get very far through the deep muddy ruts before the car once again bottomed out at the 8 marker. We had to be pulled out by young Mike Tucker in his Suzuki 4 wheel drive thing, us dragging the ground all the way. We think we were put in early to clear the way for other competitors having been set up by Greg Warren.

Next was the Lunchbreak prior to several new sections in the woods adjoining the Ashcombe Activities Centre. For some strange reason the car developed a mind of its own on the next section, Charlwood, and instead of turning right went straight on into the undergrowth for some tree spotting. Nothing to do with the driver you understand and fortunately, no damage done but section failed.

The first special test followed with the smiling Mr Ron Mackie officiating. The pedantic old bugger made sure we were exactly on line A before he would let us start. He reckoned he didn't want to give us any advantage. Not the



Phil Roberts in the Escort - somewhere on the Torbay

Derek Hibbert Photography

slowest in class but not particularly quick either. Straight onto special test 2 which involved driving clockwise around a tree, a task which, unfortunately, for me could not be completed in one go and required a touch of reverse in order to complete the test. Roger Pole in his Marlin broke his diff here and rumour has it called out the RAC to tow him home.

The next section was number 9 where Mike Dalby and Alan Dinsdale were marshalling. It was good to see them and our congratulations must go to them for their recent success and class win on LE JOG in Alan's MG Coupe. Half Track was a good climb for us despite nearly coming a cropper at the sharp left hand bend at the top. Graham Greenwell was on duty at the next section, Handbrake, which most climbed easily.

Section 11, Flintlock, should have been a clear but we managed to puncture and stopped prematurely at the one marker watched by a smiling Angus Stewart. Northwood, section 12 was very slippy and bendy. We only just managed to get up on 11 psi to the restart. On to Tipley and nearly finished. Only Simms to do again and we were full of confidence. I think the mistake we made at Tipley was not to let enough air out of the tyres as we failed the restart. Tipley's surface was fairly even rock and we should have known better.

On to Simms. Easy we thought. We had cleared it earlier on in the day, no problem. Wrong. Failed at the 3 marker. My only consolation being that apart from Mr Burrows who cleared it somehow. I got the furthest up in class 3 even beating that chap Bartleman. The hill (public road) was much more slippery than earlier in the day and everyone was finding it difficult.

We parked up and returned to spectate at Simms for a while. We witnessed the only 2 class 8 cars to clear Simms the second time. Mike Chatwin and Dudley Sterry both with excellent climbs. We also watched Mike Tucker performing acrobatics whilst trying to walk down the section. Quote of the day must go to Clerk of the Course, Greg Warren who announced to a white Troll driver, who will remain unnamed, after several attempts to climb Simms - "If you don't stop messing about and give it full bore please use the escape road". (Expletives deleted to preserve the innocent).

To summarise apart from one or two glitches on the route card this was an extremely well run event and the new sections in the wood at Ashcombe proved a great success. Congratulations to all those involved. A small gripe about marking on sections and the need to inform volunteer marshals that if the front wheels of a vehicle have passed the marker post on a subdivided section the score dropped is for the marker above. ie if your front wheels are beyond marker 8 you score a 7. I am not singling out any particular trial here but during 1996 on several occasions as a competitor we had to advise marshals that they were marking incorrectly. Better training/briefing is required of marshals before an event starts.

The MG Motor Club's Kimber Trial

Report by Peter Jones

The Kimber Classic Trial is run in the West Country in early May for the intense enjoyment of 40 or so entries (Four Vintage, 14 MMM, 7 T-Types, 3 MGBs, 5 Midgets, a YB and a Dellow). Quite why so few of the more modern cars enter is a mystery, but the most important thing is that there is a Vintage Class and a Vintage Team.

This year the organisers thoughtfully arranged for a brush-wood clearer to go before us (it was some sort of Vauxhall device) and the three 18/80s of Peter Hague, Peter Mace and Peter Jones formed a team and set off first with great hopes of a successful day with the conditions being dry to the point of rock hard. Being first away is not always an advantage as you tend to get all the new sappy grass, before it has been ìskiddedî off for the later classes, as well as all the most rutted conditions, before they have been bludgeoned smooth.

Everything went swimmingly before lunch, cadence braking to avoid damaged transmissions with all the grip under wheel . Clean sheets for the Vintage Team despite some devilish detours put in by the marshals to make it a bit of a challenge. Quite a few of the MMM and a couple of T-Types came to grief on Sugg Lane, famed MCC Classic hill, and others had problems in various ways on the Windmill Hill timed test, reversing back UP a stiff, loose gradient.

Lunch was at a hostelry that sold a most pleasing pint and , at due time we peered out to find it puoring with rain. It was this, rather than the beer, that caused some consternation at Hellís Ladder. (Later cars had a relatively clear run at a fast drying hill) but for Peter Hague and I things proved a bit ricky. That is to say we failed. Another small error that both I and Peter Mace made was forgetting to stop at the end of Alhamís Splash special test! Hill 11, Chester Blade, caught most out because of a very slippery detour. Possibly the best hill of the day was the last one ìGeralds Follyî which twisted and turned up a steep field, up round trees and back down again only to leap skyward once more for the finish. Alas the very slippery grass (and my missing a gate) meant that the Vintage entry was unable to perform to the standard of many others but we did have a whale of a time trying. Peter Mace and I scored an 8 whereas the seemingly unstoppable Peter Hague stormed his way to a well deserved 3.

Bill Bennett J2, Julian White TC, Brian Osborne MGB and Alan Scott Midget all scored a magnificent 0 over the whole trial, even the YB only came to grief on the last hill at no. 6, (the worst score overall was 34 in a MMM) so the Quick Sixes with 26, 20 and 15 did tolerably well.

One would hardly have expected to win the Team Prize but then, itís not the winning but the taking part that counts.

The following article and photos arrived from across the pond. The N. American Dellow Registry can be contacted via Kent Stewart, 201 Autumn Chase Drive, Annapolis, MD 21401, USA. They would really like to hear from anyone with an interest in Dellows.

Notes from the North American Dellow Registry

by R. Kent Stewart

The North American Dellow Registry was founded by Alex Tarpinian, who imported Dellows to the United States in the fifties, for the purpose of "enhancing the use and preservation of Dellow cars" in North America. There are relatively few Dellows in North America, mostly in the U.S. so the membership of the registry is small.

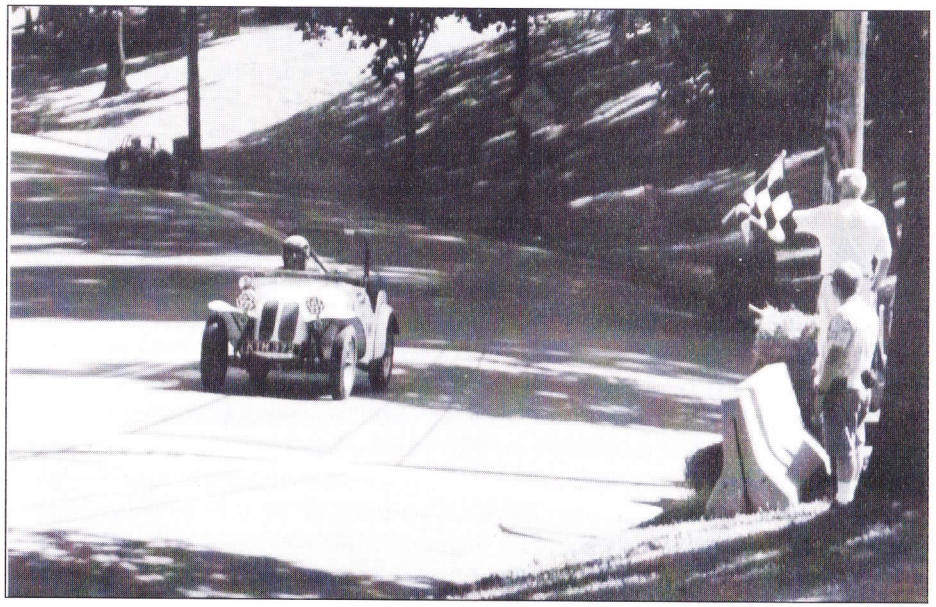
About half of the member's Dellows are cars that were imported from Great Britain when new and the balance are cars that have been brought over in more recent years. Most of the cars are driven only occasionally and, at least two are set up for vintage road racing. There are no trials in the U.S. so the cars are never used as the ACTC members use their cars.

One of the member's cars has a particularly interesting history for your association in that it was previously owned and trialed by Jim Templeton. As many of you know, it is this car, KTM 372, that is pictured on the cover of The Motor Cycling Club, a book by Peter Garnier about the MCC. That photograph shows Jim and daughter Claire in the "hills" trialing the car. At that point the Dellow was fitted with Shorrock supercharger and was painted in the same white livery it still sports today.

After Jim sold the car it was owned by for a time by Jeremiah Delaney. Ownership then passed to Steve Bresnahan in Harpers Ferry, West Virginia and the car was subsequently shipped to the United States.

More about its recent history in the U.S. but first let me take you back to KTM 372's earliest history. According to Jim Harvey, the Dellow Register, UK, historian, it was one of four Dellows purchased new in 1952 by Fords of Finsbury for use by a firm of agricultural engineers. Dellows were deemed to be the best cars for that application because of their trials background since they could get to the customers' sites. According to a reference to these Dellows in Classic and Sportscar (February 1997), the Dellows were "turned out in magenta" on the assumption that the rep who arrived in a brightly colored sports car would be more likely to get an audience with the potential customer. I don't know whether it helped with sales, but it certainly makes an interesting story, According to Register records, all four of these agricultural Dellows still survive. This says a lot about the sturdiness of Dellows!

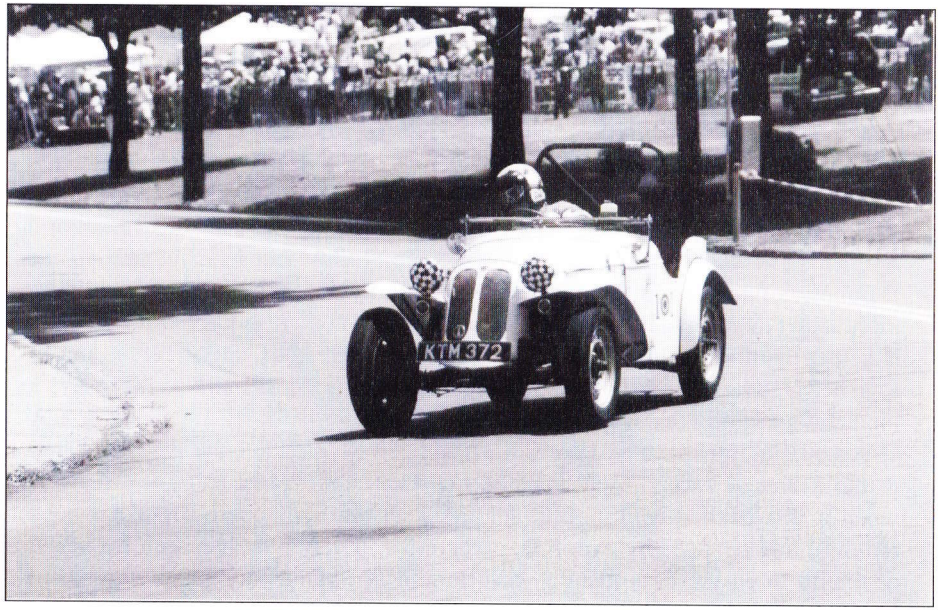
After being imported into the U.S., KTM 372 began a lengthy rebuild to turn it into a vintage racer. Mechanically, the specifications are about the same as when it was trialled by Jim Templeton except that the supercharger has been removed and replaced by twin S.U. carburetors. Everything has been freshened or rebuilt to ensure dependability and durability. Mandatory safety equipment has been added, including a roll bar.



Above: KTM 372 finishes the Pittsburgh Vintage Grand Prix followed by a Morgan 4/4

Below: Steve Bresnahan corners hard in KTM 372

R. Kent Stewart



KTM 372 recently made its debut as a vintage racer at the Pittsburgh (Pennsylvania) Vintage Grand Prix. This very demanding race is held on the city streets through Schenley Park in downtown Pittsburgh and challenges both cars and drivers. The course, 2.3 miles in length, has eighteen corners and is lined by trees, curbs, and rock walls. While not precisely a pre-war car, the Dellow was gridded with Bugattis, a BMW 328, a Riley Brooklands, a number of early Morgans, and a large field of other vintage cars. Bresnahan summed up the performance of Dellow and Dellow driver in this premier race by saying "we didn't finish last" and "after all, the driver's seat best place to watch a race". The actual finish was ahead of a couple of three wheeled Morgan, a Morgan 4/4 and several other cars.

Plans are being considered to convert the car from carburetors back to the supercharger more power. With more horsepower, a little more practice, and better tires, Bresnahan expects to do more passing and less being passed in the future.

Any advice on racing Dellows on pavement would be appreciated. This vintage racing effort is its infancy at this point and we'll accept any and all advice.

The Red Rose Bowl

by David Alderson

When Richard Dawe first talked to me about his proposed Pouncy Motorcycle Challenge he was aware that my late father, Les Alderson, had been very much involved in motorcycle sport and suggested that I may be persuaded to donate a trophy, for the best sidecar outfit, in his memory.

After a short and fairly spectacular spell of amateur cycle and tandem racing, mostly on the A6 between Lancaster and Presto, Les Alderson took up motorcycling as his main sport on the acquisition of a new BSA Star in1934. The lure of his earlier competition riding did not diminish, the speed and performance of the "Beeza" enhanced the thrill and soon he was competing in local trials and reliability rallies. Les rode in the National Rally from 1934 to 1937, I still have his bronze, silver and gold medals on my trophy shelf. The bikes were a succession of BSA Stars, Blue, Silver, Empire etc, all fitted with high level exhaust, competition tyres and a pillion for Mum ! Trials riders pre-war did not stand up on the pegs in a section, Mum and Dad even rode occasionally in pillion trials.

In 1938 Les was a founder member of the North Lancashire Motorcycle Club, based in Morecambe and he stayed loyal to the club up to the mid 1960s, rising in office from club captain to president, an office he held for the last five years of his involvement,

He volunteered in 1939, hoping to ride motorcycles through the war years, he did join the Royal Signals, but after a short spell of instructing on motorcycles he was retrained as a radio operator and subsequently found himself at the forefront of action in North Africa, Sicily and Italy.

Back to North Lancashire in the late 1940s the needs of family transport, I have an older sister, meant a change to sidecar outfits. Les tried a Norton, swiftly followed by an Ariel, but in 1951 he satisfied his pre-war loyalties with a 650 BSA Golden Flash, fitted with a Swallow sports sidecar, single seater with dickey.

Motorcycle road rallying was all the rage in the late 1940s / early 1950s and Les with Brian Jackman, later to enjoy success as a grasstrack rider, in the chair of the "Flash" outfit established themselves as sidecar class front runners. I can still recall, as a young boy, seeing the postman coming up the driveway with a new Reynolds chain and a new back tyre wrapped in yellow tape in the week before each rally. Les and Brian had some memorable dices with Pete Wraith on his rallying Ariel outfit over the Lakeland and Yorkshire Dales passes. Pete Wraith later became British sidecar trials champion, always Ariel mounted.

Having finally hung up the Barbour suit Les moved deeper into organising and officiating at motorcycle trials, eventually becoming the trials secretary of the North Western Centre ACU, and being very much involved with the national status Red Rose Trial and in managing the Centre's trials team, which included such top class riders as the late Jim Sandiford and David Clegg. He gave up his involvement in motorcycle sport in the mid 1960s, but the enthusiasm for trialling, instilled in me as a boy, was encouraged as I took up my own motorsport career.



David Alderson presenting Keith Lee with the Red Rose Bowl at the ACTC Awards Ceremony in January

So you see the Award had to be named the Red Rose Bowl, because it commemorates Les Alderson, a "Lancashire Charioteer", not a famous or household name but a true motorcycle sportsman who founded a trialling dynasty. I know that he would have loved cracking the throttle on Keith Lee's big Norton Wasp outfit, a worthy first recipient of the award.

Single Vehicle Approval Scheme

(The following is taken from the report published by the DoT in August 1997)

The Department of the Environment, Transport and the Regions (DETR) introduces the new Single Vehicle Approval Scheme (SVA) on 1st January 1998. The SVA is a pre-registration test mainly for amateur built and newer personally imported vehicles. The main purpose of the scheme is to ensure that these vehicles are designed and constructed to acceptable safety and environmental standards before they can be used on the road. It is claimed that SVA will improve the construction of kit cars and other amateur built vehicles, ensuring that these vehicle will progressively meet modern safety and environmental standards already achieved by modern production cars. It will also apply to Very Low Volume Vehicle manufacturers.

To qualify as amateur built, a vehicle must be constructed or assembled for your own personal use, and the construction/assembly, or a substantial part of it must have been carried out by you or other persons acting on your behalf; and during the construction/assembly, neither you nor any of the persons involved, carried on a business in the course of which motor vehicles are normally constructed or assembled.

An amateur built vehicle will only need to obtain SVA if DVLA decides that it has a new identity and therefore requires a first license. At present these vehicles would be allocated either a current year or 'Q'prefix registration mark. (There are exempitions for those cars sold but not completed before January 1st 1998 and submitted to test before January 1st 2000. These exemptions involve seats, interior fittings, lighting, external projections, steering wheels and emissions)

The following will be tested :

Doors, their latches and hinges
Radio interference suppression
Protective steering
Exhaust emissions
Smoke emissions
Lamps, reflectors and devices
Rear view mirrors
Anti-theft devices
Seat belts
Seat belt anchorages
Installation of seat belts
Brakes
Noise and silencers
Glass in windscreens and other windows
Seats and their anchorages
Tyres
Interior fittings
External protections
Speedometers
Wiper and washer system
Defrosting and demisting system
Fuel input
Design weights

General vehicle construction(For further details of what the above involves the November Issue of 'Which Kit?' magazine provides a reasonable amount of detail)

The examination will be limited to parts of the vehicle which can be readily

seen without dismantling, however the presenter may be asked to open lockable compartments and remove engine covers, inspection/access panels, trims or carpeting.

You will have to apply for an application form from the Vehicle Inspectorate, 91/92 The Strand, Swansea, SA1 2DH. Once the completed form has been returned, along with the fee, you will be sent a notice stating the time and place of the test. You will be asked to provide certain technical details, eg maximum speed and maximum design weights. You will be allowed to travel to and from the test station without the vehicle having been registered, and if necessary from a garage or other place where modifications are done to enable compliance with the requirements. You will, however, be required to provide insurance for such journeys.

The examination may be refused for any of the following :

the vehicle is not submitted at the appropriate time and place

the fee of £165 has not been paid

the vehicle cannot be driven or has insufficient fuel or oil to enable the test to be completed

the vehicle is presented in a dangerous, or such a dirty condition that the test is not feasible

a load or items on the vehicle are not secured or removed as required

a proper examination cannot be carried out because any door, tailgate, boot lid, engine cover, fuel cap or any other device designed to be readily opened cannot be opened

the condition of the vehicle is such that a proper examination would involve a danger of injury to any person or damage to the vehicle or any other property

the vehicle does not display, permanently, in an accessible position and readily legible the required vehicle identification number

the driver does not remain in the vehicle or its vicinity and operate the controls as requested

Once the vehicle has passed the SVA test you will be given a Minister's Approval Certificate (MAC). With a MAC you will be able to go to any Vehicle Registration Office to get your vehicle licensed and registered . If your vehicle fails the SVA you will be allowed to take it away for modification and then have to re-apply for a re-test.

For general enquiries and information on test procedures and standards contact:

Vehicle Inspectorate
91/92 The Strand
Swansea
SA1 2DH
Tel 01792 45888

The Manx Trial

3rd May 1998

It's time to think about booking up for this unique event!

Isle of Man Prices

The packages shown below are per person, and include the cost of ship travel to the Island with your vehicle, sharing twin / double room accomodation, with full Manx breakfast. Single room supplemements are available if required. Children (5-15) will be charged at half the extra passenger fare, if sharing a room with two adults. Children under 5 will be free, except meals.

	2 Nights			3 Nights			4 Nights		
Hotel	Car & Driver	Car +2 people	Extra adults	Car & Driver	Car +2 people	Extra adults	Car & Driver	Car +2 people	Extra adults
Seaside Guest House, Douglas	£124	£79	£56	£138	£93	£70	£152	£107	£84
Santon Motel Santon **	£134	£89	£66	£153	£108	£85	£172	£127	£104
Grosvenor Hotel, Port Erin	£144	£99	£76	£168	£123	£100	£192	£147	£124
Cherry Orhard Aparthotel, Pt Erin	£154	£109	£86	£183	£138	£115	£212	£167	£144
Casteltown Golf Links, Castletown	£164	£119	£96	£198	£153	£130	£232	£187	£164
Mount Murray Hotel, Santon	£170	£125	£102	£207	£162	£139	£244	£199	£176

** Continental breakfast included, full breakfast £5.50.

Except for Seaside Guest House all prices include En Suite facilities.

There is a campsite at Peel, which would cost £64 per person for 3 nights, 2 people in a car.

Other combinations, eg taking two cars, will be available. Please contact Pat or Jonathan Toulmin on 01789 731332 (phone and fax) if you need further information or require a different package. Booking details will be in the Supplementary Regulations and in future issues of Restart.

NB The above does not include the cost of entering the trial.

From the Archives .....

Early this summer, while Jonathan was having a wonderful time on the Mille Miglia, with Ian Williamson in his Aston Martin, I spent part of the Bank Holiday at Rover's Heritage Centre. This is just down the road from where we live (Warwick) and is well worth a visit, with all sorts of British cars on display from rally cars to prototypes, and many other attractions. However this was not supposed to be an ad - the reason I visited the centre is that they have a good library and I had just embarked on a full research project into the Cream Cracker and Musketeer MG teams of the 1930s. Leafing through the magazines it was difficult not to become distracted from 'the main issue' in hand. The trials reports of the day are fascinating, and in the hope that you enjoy my enthusiasm I would like to share some of them with you on a regular basis. I am grateful to the Autocar for allowing me to reproduce the article in full.

Pat Toulmin

To the Edinburgh Once More

The Autocar report of the 1929 Edinburgh Trial, May 24th , 1929

Somehow the Edinburgh starts more hopefully from the competitors point of view than either the Easter or the Christmas MCC events. For one thing, Wrotham Park, near Barnet, where the cars assemble is particularly pleasant. Then even the later numbers get under way in daylight.

There is always the suggestion of the touring idea about this run. Not necessarily as regards route, but because many cars carry full complements of passengers, and have plenty of suit-cases in evidence, giving the impression that, the trial over, advantage will be taken of the opportunity to explore some fresh area.

As always in these events, certain venerable and trusty old machines, frequent competitors in trials, were to be seen. For instance, Chaplin's worthy Austin Seven, and Bliss's Fiat. A sporting effort was W H G Tom's old Sunbeam. Two marvellous machines of the thoroughly exciting type with which wonderful fun can be had were F C Bull's Bugatti, which looked as though few of the exterior components were ever intended to be fitted to it, and, even better, GFM Wright's GN. The latter, with a V-twin engine and rabbit-hutch body, had a huge accumulator poised negligently on the suggestion of a running board on the off side, while the place ofarranged check was operating from a car, a spotlight being trained on competitors' numbers as each car approached.

The sky was overcast towards nightfall, in place of the perfect weather earlier in the evening, though it seemed a long while before darkness really reigned. Fresh, but not really cold, was the weather report en route. Long-distance coaches swept through the night, very comfortably overtaking the long line of cars. At Stamford, round about midnight, the hospitable Stamford Club again

cheered every crew with excellent coffee. Then thoughts turned towards the first breakfast, a formidable affair taken in the early hours at Grantham, ninety-eight miles from the start.

On again into the far from cold night, fortified also by some first-rate chocolate which Rowntrees provided each car at Grantham. Every now and then a Newcastle or Sunderland coach would swish majestically past, and hopes of dawn soon breaking now prevailed. An abandoned competing Morgan, which had turned over just before Tuxford, sat disconsolately at the roadside, a warning to all and sundry.

C H Lawford's Riley showed signs of missing intermittently, but almost without interruption everybody carried on to schedule. It would be surprising in these days to find much real trouble before, say, Ilkley. By a quarter to four daybreak began to appear, and not long after a temporarily energetic cuckoo gave the new day a send-off. By 4.45 am, near Bawtry for the tail-enders, it was possible to give the lights-out signal, a pleasant moment in every all-night trial.

Five miles before Doncaster Lawford was again unlucky, and was busy adjusting valve clearances, To make matters worse, he had, he thought, been given some 'dud' petrol at the last fill up. Just outside Doncaster G L Jackson's Lea-Francis had bother with plugs which would not stand up, a trouble that pursued him relentlessly. Andrews' Vernon-Derby was another unfortunate in the earlier stages, and as plug trouble involved him in first removing the carburettor float chamber a good deal of time was lost.

A well-placed check at Aberford amy have caught a few, especially as certain people, probably without real reason, found some difficulty in discovering exactly where they were in relation to that place.

A trying section usually is that immediately preceding Ilkley, the long awaited second breakfast stop, and two hundred odd miles from the start. Drivers found themselves all but dozing, navigators performed the important function of brutally awakening them, and breakfast gradually drew nearer.

After Ilkley, a wonderful meal having been disposed of, interest awakens, for the hill section approaches. The sinuous road past Bolton Abbey, through to Kettlewell and on to Buckden, close to the first of the observed hills, Stake Moss, makes driving worth while. The sun had appeared and the day was becoming really warm. Next, a last look at oil levels, a transference of all possible gear and passengers to the back seats, even to the dickey in some cases, tightening of shock absorbers and reducing of tyre pressures, and then for Stake Moss.

This hill, which, when it was included for the first time last year, was compared by some to Beggar's Roost, is by no means in the same category as the Devon terror. Its maximum gradient is 1 in 5 or 5 Ω , and there is a long easy approach to it which enables revs to be kept up. The hill itself is in two sections, with an easier connecting link, and the chief point to be guarded against is wheelspin on the rough, loose and boulder-strewn surface. At the foot it was surprising to find a solid jamb of cars and, each machine being started separately, many people were delayed very considerably here and lost time, through no fault of

their own, which it was exceedingly difficult to retrieve in the by no means easy section which followed.

Curiously, all but one of the failures occurred on the lower reaches. After a series of splendid easy climbs, some fast, others slow and sure, H R Fishwick's Riley Nine spoilt the record of the marque by stopping on the loose stones.

Some thirty clean ascents followed, and then W H G Tom's old Sunbeam hit a boulder near the top of the hill so hard that it wrenched the steering wheel out of the driver's hands and diverted the car over a huge rock from which it descended with such force that a spring was broken. After assistance he continued undaunted to effect a repair with a tyre lever and spanner.

On the lower stretch E J C Matthew's Morris Cowley came to a standstill, and later Long's Hampton was also unlucky. Some of the cars charged the gradient as though it were level ground. Others to fail on the lower portion of the hill were J D Riley's Morris Cowley and F C Bull on the old Bugatti.

The six-cylinder Citroen had plenty of power in hand, and on the upper section looked like being baulked by a non-competing sidecar, which was climbing slowly. There was sufficient power in reserve, however, to allow it to slow slightly and still to keep going, and enough room left, after the efforts of the marshal, to clear the sidecar on the near side. A good sure climb was made by A Arnold's Morris-Cowley saloon.

The descent from Stake Moss was an affair of dust, ruts, gullies, grass-grown tracks, and so forth - not at all a desirable combination for those trying to make up time. The next few miles make the Edinburgh really worth while. From Stake Moss to Askrigg, the second observed hill, is eight miles. Eight miles of acute corners, dips and rises, all in rapid succession; withal dust, in choking penetrating clouds, which reached even the interiors of the saloons and made screens almost opaque when they caught the sun.

The non-stop section at Askrigg seems to grow longer each year. This time there were two and a quarter miles to be covered without a stop. This confused Templeman so much that he mistook a 'Non-stop Continues' sign for that at the end of the section, and got out of his car to take a photograph before the end. This hill again has not a very formidable gradient; the hill proper rises from a rock-strewn watersplash and is perhaps 1 in 5 at worst.

There follows an amusing section, calling for hard driving, with bend after bend, rough roads, and loose surfaces, to West Stonesdale, the third of the official hills. Here again the gradient does not worry modern cars, but a right and then a left hairpin require some care. The surface was not quite so loose as it had been in the past, though the later cars found the hairpins a little cut up. A large traction engine just before the narrow bridge leading to the hill got in everyone's way.

The driving standard appeared to have improved, though methods with the same makes and sizes of cars varied considerably. Strong's Austin Seven was very good, while R C Rowland, though careful on the turns, got round nicely on his large Austro Daimler. Midgley, with a new Ford, impressed the spectators,

while the MG Midget trio were fast and made excellent climbs. M Durand, with a 4Ω -litre Bentley, had to reverse, but C G Fitt on a three-litre model managed the hairpins well. F King's Lagonda hit the wall and also reversed, though W M Coupers' outfit - a 'Double Twelve' car and crew - got round well.

C M Walker's Daimler was good and very quiet. Blissí Fiat has been through the trial so often that it must almost know how to take the corners itself; it did well. D Duncan Smith and S H H Cundey, with Frazer Nashes, made good climbs. Surely Frazer Nash steering lock was better than it was last year? A Riley Nine trio, Lake, Fishwick and Keep, were all good, as also S G Hallís Singer Junior. J Pollitzerís Alfa Romeo hit the wall with his wing, but did not stop, and continued up the hill with the tyre smoking from the wing rubbing on it. B S Harris showed that he could just get round. S C H Davis' MG was fast, and found plenty of room. T F Woodhouse's Trojan, as usual, was slow but very sure. Of the Ascots, F L Sharpe's had to reverse on the hairpin, but C L Sprosen managed it and was good. D A Aldington's Fazer Nash rammed the wall, bent the axle and had to retire on the spot. Linfields Citroen Six had plenty the near running board was taken by a large flat tank, everything being more or less 'tied on with string.'

Two Ascots and a six-cylinder Citroen were making their first appearance in a trial of this kind. Austin Sevens of all shapes were, as usual, much in evidence, three MG Midgets, which did well in the Lands End, appeared again, and the big car contingent was well represented. N Jupp and his navigator were in white racing overalls, and, together with their Frazer Nash, revived memories of the Double-Twelve, of which others had already been aroused by a glimpse of Bentley No 12 in Hyde Park. The two Rallys driven by Driskell and Johnstone-Baugh missed the start altogether, and joined in the fun farther along the road.

With Barnet behind, the crews face the prospect of a 200-mile run to Ilkley, the second breakfast stop, before anything exciting may be expected. The matter resolves itself for the time being into a questions of maintaining schedule. At Buckden, forty nine miles from the start, a cleverly of room on the bend and power in hand. For its type, Arnolds Morris-Cowley saloon made a very good climb. Fast, clean, and very good also was C H Trent's Austin Seven.

That over, more unofficial climbing led to the summit of Tan Hill, and then came the descent to the main road at Brough and on to Carlisle, the luncheon stop. C B E Morgan was having his sump drained and refilled some little way outside the town.

From Carlisle, with threequarters of the journey finished, interest flags as far as Moffat. In the past one has felt that the Border having been crossed the end was near. This year, however, Talla Linn hill, rising from the Talla reservoir was taken as a non-stop climb instead of as a descent as in the past. Though long, it provided no real difficulty.

The ensuing run through the Megget Valley, teeming with bends, each car setting up an immense 'smoke screen' of dust, is just the thing to enliven the final section and to prevent interest failing as it would if main roads were used.

One of the three freshets indicated in this section indicated on the route card was missing, having been replaced by a bridge, Even now there had been very little trouble, though an MG Midget was running with a jury-rigged valve.

The route remains interesting until the main road is rejoined some fifteen miles from Edinburgh. And then the prospect of finishing seems thoroughly pleasing. The last mile or two through crowded streets must be taken very slowly; then Princes Street signifies the end, the actual finish being in the Waverly Market House.

An Edinburgh surely remarkable as compared with the last two or three in that the weather was brilliant and hot throughout the hours of daylight. Of the 138 cars which started nine failed to complete the run.

Archive material kindly supplied by AUTOCAR

Don't Forget!

The ACTC Awards
will be presented at 10.30 am the morning after
the Exeter (that's Sunday 11th January)
at the Oswald & Trecarn Hotel.

There are many discretionary awards so regardless of how you have done in the Championship, you may have won something!

See you there!

➢➢➢➢Forthcoming Events➢➢➢➢

1997

			Cars	M/Cs
30.11	BMC&LCC	Allen	Champ	
7.12	Camel Vale	Camel Classic	Champ	

1998

9.1	MCC	Exeter	Round 1	Round 1
18.1	MAC	Clee Hills	Round 2	
25.1	North Devon	Exmoor	Round 3	Round 2
1.2	Stroud	Cotswold Clouds		
8.2	L&NCMC	Launceston		
22.2	Holsworthy	Chairmans Trophy		
1.3	Torbay	Torbay	Round 4	Round 3
8.3	Camel Vale	Camel Heights		
15.3	Shenstone	Chase Clouds	Round 5	
29.3	Silverton	Exe Valley	Round 6	Round 4
10.4	MCC	Lands End	Round 7	Round 5
26.4	Ross	Kyrle Trophy	Round 8	Round6
2.5	MGCC	Kimber		
3.5	MAC	Manx	Round 9	
17.5	Minehead	Valiant		
12.7	MCC	Testing Trial		
13.9	Holsworthy	Taw & Torridge	Round 10	Round 7
20.9	Newquay Auto	Kernow Classic		
2.10	MCC	Edinburgh	Round 11	Round 8
10.10	Stroud	Ebworth		
18.10	Minehead	Exmoor Clouds	Round 12	Round 9
25.10	L&NCMC	Tamar	Round 13	Round 10
7.11	Camel Vale	Bodmin		
15.11	Woolbridge	Hardy	Round 14	Round 11
22.11	Exmoor MC	Neil Westcott		Round 12
29.11	BMC&LCC	Allen	Round 15	
6.12	Camel Vale	Camel Classic	Round 16	

MARKET PLACE

FOR SALE

Trials kit for Marlin Roadster. 6 X 185x14 wheels and tyres; van axle with 4 leaf springs & sump guard which covers all engine & gear-box. All in good condition. + 2 front hubs to suit wheels. £200. Neil Denham
Tel: 01908 221129 (day); 01908 504136 (eve)

FOR SALE

Honda XL250 trail bike, 1997 not all original but in good rideable condition; red frame; white plastics/tank; good trials tyres; every-thing 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
Tel: 01908 217999 (day) 01234 240707 (eve)

FOR SALE

Austin Seven 2 seater sports model. Join in the fun trialling in Class 2. £3950 Free road fund licence. Tim Whellock (trade)
Tel: 01460 53645 (home) 01460 66434 (work)

FOR SALE

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)
Tel: 01460 53645 (home) 01460 66434 (work)

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)

FOR SALE

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 previous-ly 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)

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Motor Sport on the Web

Idiots Guide by Anne Templeton

Okay, so of course you haven't time to sit surfing round the Internet. Who has. But some people do and there are also people with the time and money to set up some very good sites.

If you get any regular motor sport mag there are usually a few good sites listed if you search carefully enough. So far there is no dedicated ACTC page but someone will do one soon - surely! Meanwhile, you have got about ten minutes on the office computer before anyone notices you are not working, or perhaps you have managed to wrestle the mouse away from the kids for a while. You need to get where you are going very quickly and avoid the interminable time it takes to access pages you are really not interested in but the title looked good.

A good starting point is the RAC MSA home page (www.ukmotorsport.com/racmsa/) which has got loads of linked sites. Unfortunately some of these are not available when you click them but it takes about ten minutes for the browser to tell you. One of these which I would have liked to visit was an index of UK Motor clubs on the Web. Ah well, perhaps it will be up and running next week. There are loads of goodies on the RAC MSA site though and most of them are quick to connect to sot it is a very good starting point.

MG Car club have a superb site. For those of you who may have visited in the past, the address has changed. It is now "www.mgcars.org.uk/mgcc". There are chat pages and sales pages and it really is a worthwhile ten minutes - if you are interested in MG's!

Beetles. Well you guys are spoilt for choice. There are hundreds of Beetle Nerds from all over the world who seem to do nothing but chat over the ether. Bobs Catalogue seems a good one; loads of parts for sale (www.ht.mp.com/bobs/catalogue.htm). For a complete list of Beetle web sites try "www.inria.fr/epidaure/personnel/cotin/ww.html". Hilariously, if you try a search on "Beetle" & "Volkswagen" you sometimes get a related sites message "John Lennon"! Well you can go there too and get all the lyrics to all his songs and find out what Yoko does these days.

Try searching "Motor Sport" and "Historic". You get quite a few sites come up but I haven't had time to check 'em all so give us some feed back. Also, if anyone finds a really good parts swap page please let us know.

It is all too easy to get side tracked when you started out searching for some-thing specific but then that is what is such fun about the Internet - until you get the phone bill.....

DAWEMOBILE

Exciting times in the Championship tables: David Haizelden leads from Murray Macdonald in the Crackington. Paul Bartleman from Julian Dommett in the Wheelspin, and for the first time in living memory there are no Class 8 cars in the top five of the Wheelspin. Times change!

In the Pouncy League sidecar man Keith Lee leads on his Norton Wasp from Mike Robinson who rides a Greeves, with just two events to go. Spare a thought for fifth-placed man Richard Thompson who broke his leg in October while trail-riding in Wales and will have to sit idly by while everyone else scores some points.

As always when approaching the end of the year, please let me know if there are any discrepancies in your scores - this is a last and final offer!

And a note to all '96 award winners; can you please ensure that your award is returned ASAP to Peter James at F.L. James Jewellers, 15 The Parade, Minehead, Somerset TA24 5NL. '96 replicas are being prepared as I write and will be distributed shortly.

Enjoy your final flings for '97.....

Wheelspin League 1997

	Exeter	Clee Hills	Exmoor	Torbay	Chase Clouds	Lands End	Exe Valley	Kyrle	Taw & Toridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Bodmin	Allen	Camel	Total	Best Nine
Paul Bartleman	5		10	4	8	3	8	7	10		9	6					70	67
Julian Dommett	5	3	1	10	10	1	9	9			7	8					63	62
Roger Bricknell	5	10			6	3	7	4			8						43	43
Graham Brasier	1		6	5	9	5	2	10	4								42	42
Dennis Greenslade	5				2	5			9			10					31	31
Adrian Dommett	1	2		3		3	5				3	9					26	26
Tony Young	3		9		5		6					7					30	23
David Alderson	5	7			7							1					20	20
Tony Rothin	5					5	10										20	20
Mike Workman	3	9						8			10						30	20
Michael Chatwin		8		9								2					19	19
Dudley Sterry	5				3	5		6									19	19
David Haizelden	5		8			5											18	18
Anne Templeton	5			6		5											16	16
Peter Treliving	3			7		5											15	15
Tim Whellock	5					5	4										14	14
Roger Ugalde			7			5											12	12
Murray Macdonald	5				1	5											11	11
Dean Partington		6							5								11	11
Robert Smith	0		3	8													11	11
Stephen Bailey	5					5											10	10
John Bell				2				2	6								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
Ron Grimwood									7								7	7
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
Bill Foreshew											6						6	6
Keith Hodges	5					1											6	6
Simon Robson	3					3											6	6
Keith Sanders	3					3											6	6
Michael Warnes	3					3											6	6
Anthony Andrew												5					5	5
Jason Collins	5																5	5
Giles Greenslade	0					5											5	5
Stuart Harrold						5											5	5
Greg Warren	5					0											5	5

Wheelspin League (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
Ian Williamson						5											5	5
Simon Woodall		5															5	5
James Clark	3					1											4	4
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
Adrian Marfell											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	10.9		10.8	11.0					105.1	97.1
Roger Bricknell	5	11.0	9.8	10.0	9.8	3	10.0	10.0	11.0		10.7	9.6					99.9	91.9
Julian Dommett	5	9.0	10.8	11.0	10.8	1	11.0	11.0	8.0		9.7	10.6					97.9	91.9
Graham Brasier	1	10.8	9.4	10.6	10.7	5	10.5	10.7	9.5			8.4					86.6	85.6
David Haizelden	5		10.2	10.4		5	10.2	10.1	9.3		10.3	10.2					80.7	80.7
Dennis Greenslade	5	10.2	9.3	9.4	10.1	5		10.1	10.2		10.1						79.4	79.4
Murray Macdonald	5	9.5	10.0	9.0	9.9	5	8.6	9.8			10.6						77.4	77.4
John Bell		9.6	7.7	10.0	9.6		9.0	9.5	8.9		9.8						74.1	74.1
Adrian Marfell		8.0	7.8	7.0	7.8		9.0	9.0	10.0		8.7						67.3	67.3
Giles Greenslade	0		8.0	8.0	8.9	5	10.6	4.8	8.8		8.6						62.7	62.7
Adrian Dommett	1	2.0		9.0	6.0	3	10.3	0.0	10.2		7.0	11.0					59.5	59.5
Tim Whellock	5			9.2		5	9.3	9.4			10.1	10.4					58.4	58.4
Dudley Sterry	5		6.0	4.0	9.0	5	8.0	10.0			4.0						51.0	51.0
David Alderson	5	9.0		6.0	11.0		0.0		7.0		5.0	7.0					50.0	50.0
Mike Workman	3	11.0		8.0	5.0			11.0	8.0		11.0						57.0	46.0
Ron Grimwood			6.7	8.0					9.9		7.8	9.0					41.4	41.4
Tony Young	3	0.0	11.0		10.0		10.0		5.0		2.0	10.0					51.0	39.0
David Toms			10.3	8.4					9.2			9.2					37.1	37.1
Peter Treliving	3	0.0		10.2		5	8.3	10.4									36.9	36.9
Robert Smith	0		11.0	11.0	6.9				7.8								36.7	36.7
John Blakeley		7.6	5.7	5.0	7.6		4.0		5.9								35.8	35.8
Anne Templeton	5	3.0		10.0		5	5.0					6.0					34.0	34.0
Terry Ball	3	0.0		7.6	8.7	0	8.5	4.7									32.5	32.5
Thomas Bricknell	3					3	10.0	8.5	7.9								32.4	32.4
Simon Woodall		7.0		7.0			3.0	7.0	7.0			8.6					39.6	31.0
Denis Johns	3		8.4			5		6.7	7.5								30.6	30.6
Bill Foreshew			8.0				6.0	0.0	6.0		10.0						30.0	30.0
Michael Chatwin		10.0		11.0				0.0				8.0					29.0	29.0
David Sargeant		8.8		8.6	7.7			3.7									28.8	28.8
Philip Roberts			8.7	6.0			5.0					8.0					27.7	27.7
Anthony Andrew									6.5		9.8	10.4					26.7	26.7
Tony Rothin	5	5.0				5	11.0										26.0	26.0
Simon Robson	3	7.5			2.9	3		6.8									23.2	23.2
Dean Partington		8.0			4.0				11.0								23.0	23.0
Keith Sanders	3					3	6.0		4.0		6.7						22.7	22.7
Greg Warren	5		9.7			0	8.0										22.7	22.7
Mal Allen	0			3.0		3	6.6				9.6						22.2	22.2
Ian Davis	1	6.0			8.0		4.0	0.0			3.0						22.0	22.0
Robin Preedy	5				2.0	5		6.0	4.0								22.0	22.0
Roger Pole		5.0			8.8	1	7.0										21.8	21.8
Richard Peck	1	6.5			5.9			7.8									13.7	21.2
Roger Ugalde			10.4			5		5.7									21.1	21.1
Jason Collins	5	7.0							9.0								21.0	21.0
John Summerhayes				7.4					5.8		6.6						19.8	19.8
Derek Chatto	5	9.2				5											19.2	19.2
Andrew Brown	3	4.0				3		6.0	3.0								19.0	19.0
James Scott	1			10.0		5		2.8									18.8	18.8
Michael Warnes	3					3			5.0		7.7						18.7	18.7
Brian Cope	0			5.0	3.0		7.0	0.0	3.0								18.0	18.0
Tim Lakin	5					5		8.0									18.0	18.0
Terry Mattin	0	10.0		8.0													18.0	18.0

Crackington League (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 Symons	0			9.4		0			8.3								17.7	17.7
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
Brian Alexander	0		6.0	4.0		0					5.6						15.6	15.6
Richard Ward			7.0			3			4.8								14.8	14.8
Tim Pearce	5					1		8.0									14.0	14.0
Rich Welsh	1			7.0				5.8									13.8	13.8
Timothy Foster								6.5	6.9								13.4	13.4
David Turner	0				10.2	3											13.2	13.2
Ron Bradshaw	0				4.9						7.6						12.5	12.5
John Sargeant		6.8			5.7												12.5	12.5
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
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
David Miller	1				8.6	0											9.6	9.6
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
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
Keith Vipond	0										6.8						6.8	6.8
Tony Branson	0	6.6															6.6	6.6
Alan Selwood	0					0	6.5										6.5	6.5
Keith Hodges	5					1		0.0									6.0	6.0
John Looker											5.8						5.8	5.8
Chris Cole							5.6										5.6	5.6
Chris Bale						0			2.0			3.0					5.0	5.0
Ian Williamson		0.0				5											5.0	5.0
Geoffrey Margetts	0	0.0			4.7												4.7	4.7

Crackington League (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
Angus Stewart											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
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

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	15.04		15.01	15.04			87.26	87.26
Mike Robinson	5	15.10	3	15.13			5	15.01	14.03			72.27	72.27
Buster Griffin		10.20		14.13		12.09		14.10	15.10			65.62	65.62
Dave Mason	5	6.20	3	11.13	15.05	8.18	3		10.10			61.66	61.66
Richard Thompson		13.20		13.13	14.05	14.18						54.56	54.56
Richard Dawe	5	9.20	5		11.05		5	10.10	8.10			53.45	53.45
Mike Burke	3	2.20		10.13		9.09		9.10	6.10			39.62	39.62
Tom Beckerleg			5			13.09	5		13.03			36.12	36.12
Trevor Hughes	5		5		12.05	2.18			9.16			33.39	33.39
Yoshi Adams					15.03				14.10			29.13	29.13
Duncan Welch	5		5		15.04							25.04	25.04
Les Venables						13.18			11.16			24.34	24.34
Chris Barnicoat						7.18			15.16			22.34	22.34
John Summerhayes		15.20		7.13								22.33	22.33
Martyn Franklyn				8.13	14.03							22.16	22.16
John Russ	3		5			11.09						19.09	19.09
Bob Thorpe			5	12.04								17.04	17.04
Paul German		12.06										12.06	12.06
Geoff Westcott	3		3				5					11.00	11.00
Ashley Hanley	5		3									8.00	8.00
Bill Hannant	5		3									8.00	8.00
Alan Spencer	1							6.10				7.10	7.10
Howard German		5.20										5.20	5.20
Chris Bale				5.13								5.13	5.13
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
Steve Wildmore			1									1.00	1.00

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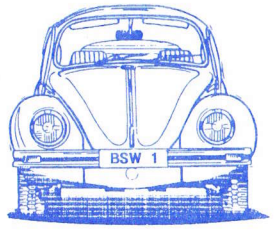
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