

Re - Start

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Magazine

The Quarterly Bulletin of the Classic Trials World

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Re - Start

Volume 5, Issue No. 2, August 1994

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Editorial

The season is already half-way through and we still have eleven Trials to go so much hard work ahead for organisers and competitors alike. The results so far this year show that Class 8 is not getting it all its own way, indeed they had no representation in the top ten of the Silverton Motor Club's Exe Valley Trial so that should please some of you!

The ACTC Council has voted favourably on a policy statement (see ACTC Council page). The intention was to make a more level playing field but the general consensus seems to be that most Classic Trials in the calendar already follow these guidelines. After all, it would not seem to be in the spirit of Classic Trialling if Class 1 were winning everything; FWD cars are not preeminently designed for climbing muddy sections but at least the sections should be such that they can have a good go at it.

Judging from the comments and correspondence which your Hon. Sec. receives on a regular basis, it would appear that many ACTC competitors do not understand the way in which rule changes are made. Far too many moan at the ACTC officers about regulations. Officers have no vote at the ACTC Council, the Clubs ultimately decide on Rule changes so talk to your Club Delegate if you have any gripes! Included in this issue is an "idiot's guide to ACTC" so do study it if you are not clear how the system works.

Please keep the letters and articles flowing; it is a great help to me and healthy for the sport for everyone to be able to read the opinions of others, no matter how outrageous. Unfortunately, two anonymous letters were received for this issue and although letters and articles can be printed with no name attached, it is essential for legal reasons that a name and address is supplied to the editor, especially if contentious material is included.

Lastly, but not least, a warm welcome to Ilkley Motor Club who have joined ACTC. Their Ilkley Classic Trial is on November 30th and the regs should be with you already. Do enter and support this excellent trial which is being monitored for inclusion in the Championship next year. Also being monitored is the MAC's Clee Hill Trial, so please give this all the support you can - although the entries officially closed on August 30th, they will consider late entries and this promises to be a really cracking event.

See you on the hills!

ACTC - how it works

For those of you who do not understand the system of rule changes and decision making in ACTC, perhaps this will put you straight.

The Association of Classic Trials Clubs is a non profit making voluntary body whose purpose is to encourage motor sport competitions which perpetuate the amateur spirit of yesteryear. It was formed in 1979 and is registered as an Association of Recognised Motor Clubs by the RAC Motor Sports Association. The Association currently consists of the following motoring organisations, at least to one of which you must belong if you are a registered contender (so one or more of these represent your interests at ACTC Council Meetings).

Bristol MC & LCC	Octagon Car Club
Camel Vale MC	Ross & District MC
Holsworthy MC	750 MC
Ilkley Motor Club	Sheffield & Hallamshire MC
Launceston & North Cornwall MC	Shenstone & District MC
The MCC	Silverton MC
MG Car Club	Sporting Owner Drivers Club
Midland Auto	Stroud & District MC
Minehead MC	Torbay MC
Morgan Sports Car Club	Volkswagen Owners Club of GB
North Devon MC	Woolbridge MC

The ACTC Council

The ACTC Council meets twice a year, at the AGM in September and at a General Meeting in the spring. Each member club may send two delegates to the meetings and each club has one vote. The delegates elect the following officers:

President	Vice Presidents (life posts)
Chairman	Vice Chairman
Hon. Secretary	Championship Secretary/ Scorer
Treasurer	Championship Quality Controller

A Rights of Way Officer and Awards secretary are also appointed.

The Technical Panel

The Technical Panel is an advisory body. It consists of the Chairman, Hon Secretary, Championship Secretary and co-opted delegates. The function of the panel is to make proposals to the Council on rule changes and to advise the Council on the effects which changes will have. It has no vote at Council meetings and no part in final decision making.

Procedure at Meetings

Changes and additions to rules are proposed either by member clubs or by the Technical Panel. Proposals are discussed at meetings and important decisions are deferred to the following meeting in order that Clubs can confer with their committee and members and come back with a mandate to vote accordingly. Only delegates appointed by their club can vote, the Chairman has a casting vote. Rule changes which affect the regulations of Classic Trials have to be ratified by the RAC MSA Trials Committee

The RAC Trials Committee

This Committee consists of delegates from all the Trials disciplines, Sporting, Classic and Production Car Trials. ACTC is able to nominate a Delegate to represent Classic Trials to sit on this committee. To date this has been Roger Pole, as Chairman. From September the ACTC Delegate will be the new Chairman, Simon Woodall. Classic Trials are also represented by the MCC Delegate, Alan Foster. Any rule changes which the different disciplines submit must be ratified by the RAC MSA Trials Committee and if appropriate these are added/removed from the Blue Book.

So if there's a change you think should be made...

Go to your club delegate. The motor organisations which make up ACTC all have their own procedures but most probably rule by committee. However, if you want to clarify the Class status of your car, or want to know how far you can go with a modification, you can refer to the Technical Panel directly through the offices of the Hon. Secretary.

So there it is. A simple democratic system - so use it!

The MCC's 1994 Exeter Trial

Report by David White

There's a little silver-plated trophy that has enjoyed pride of place on my desk for many years, a pretty wee thing in the shape of a signpost to Exeter, my first ever first class award in a classic trial (though I don't believe the term 'classic' had been coined in those far off days of 1964). The trophy is one of which I'm secretly rather fond, since it was won fair and square in a bog standard 1200 Beetle Cabriolet, already ten years and 70,000 miles old, which I just happened to 'borrow' from the showroom of the VW agency in which I then laboured; can you believe it, as a senior sales executive. The title was all very impressive, just the sort of label with which to con a motor-mad youngster into working for a miserly pit-

*...the mudlark in this old
reprobate never really
dried, rather it remained
damp but dormant all
through those barren, trial-
starved years.*

tance, but it didn't pay the mortgage and my forty-eight hour week-ends of jiving on Eel Pie Island, so this salesman handed in his order book and took off for the wicked city, the better to earn a living on the Street of Shame. I digress. The Beetle was returned unscathed, hosed down, given a quick shine and sold a week later to a man who used it as a daily work-horse for thirteen more years before selling it to an enthusiast who had aspirations toward restoration. For all I know, that little beauty is still trundling around. As for the trophy, it sat in my little corner of the garret, flood-lit 24 hours a day, a constant reminder of crazier days when motoring through the night seemed a bit of a lark, when missing a night's sleep was something a youngster

took for granted, especially a committed Eel Pie Island raver. Certainly the silver-plated sign remains a whole lot prettier than the brass-plated gong I received for my triumphal return to The Exeter in 1991.

In those intervening 27 years I laboured hard to surround my wife in unbelievable luxury, raised a family (regulars on the ACTC circuit will know that number one son, Ian, has inherited several of his father's deranged idiosyncrasies), then got divorced and remarried. What has all this to do with The Exeter? I suppose it proves that once properly smitten, the mudlark in this old reprobate never really dried, rather it remained damp but dormant all through those barren, trial-starved

years. I like to think I'm wiser now, certainly I have, or had until Frank Burton used his hypnotic powers upon me, more disposable income to squander on big boys toys - the Beetle standing in the drive is witness to

the power of a once-impressive cheque book, the class eight special and the autocross racer in the garage indicative, as number two wife constantly reminds me, of having more money than sense!

So I have my little toys, and three years ago I took to the hills again. Sweet Jesus, but it's a whole new game though, isn't it? Nobody told me I should become a shareholder in the local tyre depot, that I'd write-off an average of two remoulds on each trial, that I'd need to befriend a mechanic who would drop everything in order to rebuild the car's chassis and sus-

pension between Monday and Friday, keeping his welding torch on red alert.

The Exeter, old-stagers will tell you, is one of the most gentle of trials, not too much to cause concern regarding rough, damaging surfaces - thus I arrived at the Oswalds and Trecarn Hotels with nothing more serious than a wonky front wing; hanging by a single bolt and yards of tank tape, minus a running board (remember those funny things?), plus front wheels at a most peculiar angle, all annihilated on the descent from Simms!

The trouble with aging is that memory falters. There's minor recall of the painfully slow run to Cricket St Thomas, trying to grab a little sleep, failing miserably. I remember also the grumbling of many fellow trialists about the still perceived necessity, masquerading under the guise of tradition, of the run-in and Touring Assembly. Sharing their view, I see little joy in the night job, nor do I believe it is much fun stripping down a motor-cycle engine or searching for an elusive electrical fault by the light of a Toc H lamp, as more than one poor soul was seen attempting, while on the run-in down the A303. All this reveals that, along with probably fifty per cent of MCC members, I'm no longer a traditionalist, but dammit, I do enjoy The Exeter and still appreciate that eighty years ago it was a brave achievement just to arrive in the city in one piece. Now I just wish we could all start in Exeter and turn up at Meerhay, one at a time. Would it really be that difficult?

Looking at the provisional results, it seems that Meerhay lived up to its reputation as a time-filler, though a handful of class one's were caught napping, plus Mike Chatwin in his Troll, surely a slip of concentration. Next came Norman's

Hump, which didn't hump me, thankfully, though the restart caused a few deep breaths and I note a total of 78 competitors were marked down as 'less than perfect.'

Less than perfect just about sums up Clinton, for several unscrupulous masochists had constructed (or destruct-ed), a deep chasm on the high steps, bang on the restart line; intended to bring class eight's to their knees. This miserable pit, as power inevitably began to flag on the ever-steepening climb, was deep enough to cause many a fine motor-car, even though not scheduled to stop, to splutter to a standstill. As I backed off, the words of a grinning Graham Marshall still rang in my ears: "Dave, you ain't going nowhere." I couldn't believe it, though I found comfort in the knowledge that no less than 155 - repeat 155 - competitors got it wrong one way or another, with only Anne Templeton, she of the silver-tongue and gently trickling foot, gained a loudly applauded first in class eight.

I can call Anne Templeton silver-tongued and get away with it, for there lies within this epistle a tale within a tale. At the finish I sidled up to Anne, much like a teeny-bopper approaches the lead singer of Manic Street Preachers, with reverence and awe. Dammit, you guys, she'd had a restart on Clinton and actually restarted! I'll admit to wondering why she wasn't surrounded by admiring worshippers, then the penny dropped. She's a modest one, our Anne, but beware the sting - she will ask you (well, she asked me), to 'pen a few words for Restart. '

These few words, rather like my under-powered and overgeared Beetle on Clinton, are running out of steam. I drove the rest of The Exeter in a daze, still tormented by failure at that accursed pit.

Honestly, I don't remember much about the rest of the hills, though I did enjoy roaring up Fingle and cannot easily forget the descent from the so-called simple side of Simms, having soared over the

brow, the expensive crunching noises amplified as various bits parted company from the shell. Slippery Sam's a good way to finish, though I swear The Exeter was a whole lot longer in 1964. Are we

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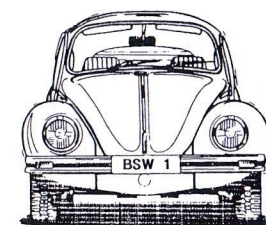
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The Shenstone Motor Club's Chase Clouds Trial

Report by June & John Sargeant

Shenstone & District Car Club ran the Chase Clouds Trail on Sunday, 20th March through the beautiful countryside of Cannock Chase and the Vale of Trent.

This started from the 'Little Fawn' at Milford Common, and attracted an entry of 66 cars - to tackle 18 hills. Clive Booth and John Allsop were the first competitors in their Dellow. The first hill was a new addition called ABRAHAMS with a restart for Class 8. (Clears had to go downhill without a parachute!) The second hill was the old favourite FORESTSIDE PRINCE. Just getting to the start line was difficult enough, the start marshall had as much mud on him as the field itself!! (Mud glorious mud). Terry Ball's Beetle engine seized - turning out to be valve trouble, the first retirement of the day.

On to PHEASANT RISE - Class 8 only. This new hill claimed a number of 8 marks, with Tim Pearce and Terry Allen getting to 6; then carrying on a few yards down the track we came to GREAVES. There were only 3 Clears: Nigel Moss, Dudley Sterry and Bill Fanshaw - all Class 8. Further on down the track to SECTION 5, HANBURY - for Classes 1 - 7 only, and here the highest places were achieved by Tim Lakin and Mike Young with 8's. 100 yards along the track brought us to POS-SOLG (last years GLOSSOP) 'No, we didn't have to do the section backwards' - although some of us might as well have done! Mark and Amanda Hobb's Fiesta went through clear. Roger and Anne Ugalde had 9, with Graham Forsdyke and Maggie Snell gaining a 12. Another few yards on brought us to HODSONS TWIST and as its name suggested this was a very

twisty section through the trees and around a very large tree root. The highest climb on record was 7 marks. June and I collected a 'tree root' here.

DRAYCOTT VIEW only 8 Clears here ; Tim Lakin, Class 7 ; Nigel Moss, Brian Cope, Tim Pearce, Mike Workman, Paul Fairbanks, Terry Coventry, Philip Winnel, Class 8. (David White's Beetle retired here). Out of the woods and on to the CURBROUGH SPRINT COURSE — for the first SPECIAL TEST on grass. The fastest time for this Special Test was achieved by Brian Cope/Karen Patterson with 14.22. Whilst having lunch we were then able to watch cars racing round the Sprint Course. Nb. The ladies sprint for the loo being most unsuccessful here - as it was locked! However, when needs must the Gents came in very handy!)

At REGENTS WOOD - David Leigh/Charles Miles, Frazer Nash went clean and John and Dot Parsons collected a 10. (Maurice Williams' Skoda retired). STILE COPE was the next section with a restart for Classes 3 - 8. It was a grassy, twisty hill with a muddy restart which caught out a good percentage of the competitors, including the Dellow of Nick and Phil Howells which got an '8'. Along the forest track to TOADSTOOL with a restart for Class 8. This hill seemed to catch many competitors around the 10 marker. Adrian and Gregory Linnecor retired here - 'too many trees jumping onto the track!'

MIDLAND BANK Please can someone tell me how to get away from this restart? Only 8 Clears, all Class 8.

STAFFORD STEEP - (Restart Class 8) This year the hill was quite dry with many

The Chase Clouds Trial

'cleans' including David Leigh's Frazer Nash, and Dennis Greenslade's Beetle. Peter Davies (Marlin) and Nick Howells (Dellow) retired.

UPPER CLIFF (Restart for Class 6 plus a left fork for Classes 7 and 8). The surface was very loose and power sapping. Jason Collins thought he had a puncture because he seemed to be going nowhere! There were 5 Clears, including Mike and Jennie Braddock's Escort. Peter and Kath Robinson's Marlin retired here.

At BIG DISCOUNT the first part of the hill had a grassy surface, then it became a very stony climb to the top. I came off the grass onto the stony part, completely out of control, but continued to climb the section successfully. Ian Blackburn was having an enjoyable day in his Singer 9, but said that these one-day events didn't suit his car.....

RAINBOW had a slight gradient at the start for about 100 yards, then a 90% left and straight on up. Mark Hobbs/David Leigh - Class 1 - 2 were clear, and so were Nigel Moss, Brian Cope, Dudley Sterry and Graham Marshall in Class 8. On asking Cope, Dudley Sterry and Graham Marshall in Class 8. On asking one driver how he had got on there, he intimated that the Clerks of the Course had a 'perverted sense of humour' or words to that effect. Philip Winnel/Andrew Marshalls' Troll retired with only 3 wheels in working order.

The grassy section at PEPPER SLADE was dry and all but 5 competitors went clear. At SPECIAL TEST NO.2. Dudley had the fastest time of 9.82.

SEVERN SPRINGS was the section we came down in the morning without a parachute. It was a stony, sandy section with

varying start lines for the different classes. There were 14 clears.

The trial finished at the Wolseley Arms, for liquid refreshments and/or meals. The usual discussions/post mortems ensued....'if only I had done this ...or that, on certain hills, etc. Well, here's to the next time. Every one had a good enjoyable days sport and a big vote of thanks to Keith Vipond and Ian Bates for all their extremely hard work. A big thank you also to all of the Marshalls who did a great job and finally, well done to Nigel Moss/John Wheeler in their Cannon (Class 8) who were first overall.



Phil Winnel managed to destroy his front suspension on Toadstools - he seems to have found it fairly amusing but passenger Andrew Marshall looks decidedly fed up.

The MCC's Land's End Trial

Report by Anne Templeton

For some reason we had decided to start from Bristol, perhaps for old time's sake as this was the start which we used on the first ever outing for the Troll back in 1987.

There were a good number of well wishers to see us off, including John West who braved the unsettled weather and a very painful ailment to give a few words of advice about time keeping. Yes, we were well warned and surely the IQ level of Team Troll (David Alderson & son, Peter James & Lee Dove, myself and Gentlemn Jim) would be enough to properly understand the SR's.

Night run went well enough but mindful of the penalty for being early we stopped for coffee and chat and arrived at the holding control dead on time - but problem - half the competitors were early and a long queue had formed. Luckily, after ten minutes, a bright Marshal spotted us and we were sent on our way to Tintinhull, haven of frying bacon and hot toast. We spent most of the breakfast halt going through the MCC SR's and the Final Instructions to make sure we got our time keeping right.

We ran together for the whole event, David leading. After three fairly simple sections, Sug Lane, Cats Ash and Felons Oak, the next food halt at Minehead Rugby Club, Cordon Bleu bacon butties (not suitable for vegetarians) and that wonderful coffee. I really must find out how they make it - perhaps it is something to do with the local water. The nearest taste I have ever found is three day old washing up water - yeah, I drink a lot of that, lots of minerals and vitamins, but then I am a health freak.

The usual scenic drive across to

Lynmouth was rather spoilt for us by the fact it was 3.00 am and so the scenic bit passed us by. It was also getting very cold and sleet was beginning to fall.

Beggars Roost was rocky and slippery but we all cleaned and headed off across the moors towards Simonsbath and Holsworthy. What a journey! A blizzard took hold and it was virtually impossible to see two foot ahead. David did a stirring job keeping us on the straight and narrow and we made it to Sutcombe where there was quite a queue but decent tea & cakes at the top. Peter posted FTD on Hobbs Choice Special Test with David a tenth slower.

Darracott was great fun as usual and hardly stopped anyone - Cutcliffe Lane made up for it though - it was extremely muddy and I am sure it has got steeper. Only a third of the bike classes cleaned this section; when we arrived, none of the cars had cleaned it. David roared up first and Peter and I followed, Team Troll were clean! In all, 19 cars cleaned the section out of 225. There were some great climbs and it was certainly the most challenging section of the day. Paul Bartleman showed Class 3 that it was possible in his Escort; several of the Marlins had successful climbs including Jonathan Toulmin; Keith Pettit had a terrific climb in his Austin Healey Sprite and several Beetles in Class 6 made short work of it. Julian Dommett did his campaign to run his standard Dellow in Class 5 no good at all by climbing out with ease; he also won Class 7. Noteable failures were Ian Williamson whose Troll had an altercation with the gate post (too much right foot on the bend

The Land's End Trial

he told me afterwards) and Roger Bricknell who just could not persuade the Escort to make the climb. Only Classes 1, 2 and 4 were unable to make an impression on the hill but we saw Barry Clarke nearly make it in his Austin 7. It would be a great pity if the MCC paid too much heed to those faint hearts who whinge about Cutcliffe. Most classes found clean sheets among their ranks and it is a really good drivers section; attention needs to be paid to the roots which can have a stopping effect and the turn at the gate certainly requires a small degree of skill when the surface is slippery. It is not really rough or damaging and therefore one would have thought an excellent challenge for an MCC event.

Crackington gave us the grinning faces of Richard Dawe and Terry Mattin. They managed to stop a good many on the re-

start and the hill itself took its own toll. Our team all managed cleans despite a few disparaging remarks from Mattin at the start line.

By this stage I was getting distinctly nervous. A first on the Exeter meant I needed to be clean to go for that Triple and I was trying hard to concentrate. Weariness was creeping in though and I had to resort to caffeine tablets.

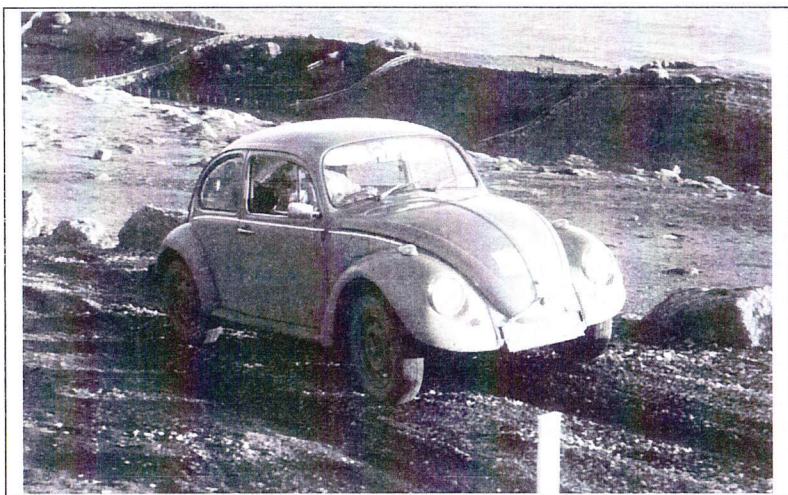
Treworld I cannot remember much about except that we all climbed it as did most others. Warleggan brought the teams first failure when David failed to get away from the re-start. He was kicking himself afterwards because he had simply stopped in a bad place on the re-start - fatigue most definitely the reason.

After Warleggan we stopped for coffee because we were running ahead of time and did not want to be early at Blue Hills.



Nigel Martin-Smith

Philip Homes' Dutton receiving first aid on the Special Test at Land's End



Dennis Greenslade on his way to a Gold Award on the Land's End Special Test.

Nigel Martin-Smith

Both these sections had their share of failures but all classes had their share of clean sheets, two of the Tamar Trio in their vintage MG's cleaned both but Steve Dear in his MG PA was stopped on Blue Hills 2.

We roared up Old Stoney on 20 PSI and trekked off to the final section, Tresvannack. On route we had to stop because the mother of all hail storms broke. Before we could find shelter the Troll looked as if someone had emptied a sack of polystyrene balls in it.

My heart was in my mouth at the bottom of Tresvannack because this was where Richard Penhale had lost his Gold Award last year in my Troll and I knew it could be tricky. We were lucky to still have daylight as it certainly helps on this very muddy section. Only Classes 6, 7 and 8 were doing this one, the other classes did Trescowe Lane down the road.

Jubilation! We made it! After the section we halted for a while to make sure our timing was in order and then off to the Special Test on the Cliff at Lands End -- in daylight too! Nigel and Sue Martin-

Smith were holding the watches and we all posted good times.

The finish was a bit of a let down as we were not able to use the Hotel because there was a wedding there. We repaired to our hotel in Penzance and slept and slept ...got up, had dinner, got drunk and slept again.

.....Ten days later.

Phone. Allin Penhale. "I'm afraid I've got some bad news. Your Land's End award is likely to be disallowed because you were early at Widemouth Time Check and also at Blue Hills."

When the results arrived, much later than usual, a sorry tale unfolded. 38 competitors had been excluded altogether from the results for missing a route check on the night run. A further 89 had been penalised for early arrival at a Time Check. Many had lost awards and some, like us, had lost the chance of a Triple. What a sad end to a really tremendous Trial - the best Land's End I have competed in without doubt - but then it is a Classic Reliability Trial, reliability of car *and* driver.

Land's End Awards

Field Trophies

Motorcycle: Christopher James

Car: Sean Jose

Class Awards:-

Class A David Minskip

Class B Gerald Bowden

Class C Dave Mason

Class D Neil Browne

Class 1 Martin Housell

Class 2 Gerald Burrige

Class 3 Clive Kalber

Class 4 Stuart Cairney

Class 5 PhilTucker

Class 6 Dave Keat

Class 7 Julian Dommett

Class 8 Dudley Sterry

TEAM AWARDS.

Section "b" The Owls

Craig Smith, Mike Holden, Alec Smith

Section "c" Cheltenham Home Guard.

Tony Falconer, John Allen, Dave Mason

Section "d" Humpty's Gang.

Richard Penhale, Dave Keat, Alan Cundy

Section "e" and "f" Team Team Troll

David Alderson,

Anne Templeton, Peter James



Nigel Martin-Smith

Peter "trundling" Treliving taking the Austin 7 to a Gold Award along with seven other competitors in Class 2.

The Silverton Motor Club's Exe Valley Trial

Report by Anne Whellock



Frank and Brenda Burton clowning around with Mark Hobbs at the start of the Exe Valley Trial. Young master Hobbs is distinctly unimpressed

Anne Templeton

Seeing as how we didn't break anything on Frogghopper, our 1932 2 seater open top Austin 7 Special, on the Land's End we put an entry in for the Silverton Club's Classic Trial. we first did it two years ago but missed it out last year because it came just before the Land's End and we didn't want to risk anything. I'm wondering if we'll do it again, it rates as probably the roughest trial we have ever done.

There were 4 entries, all Austin 7's in Class 2, the pre-war class, and only 2 turned up at the start. The Land's End must have taken its toll on someone. So we were amalgamated with Class 1. Sometimes I think Classes 1 and 2 get forgotten in the bid to try to stop the Class 8's. Stopping the Trolls seems sometimes to be all that matters in Classic Trialling. God help you

if you've got a frail, eminently breakable, car. But then if you don't want to break it you shouldn't be trialling. However, there are limits.

We have never had a puncture on a Trial and we have never had to be towed out of a section. Both ignominies were suffered on the Exe Valley. Boy was it rough, tough and damaging. After such a dream of a Land's End Trial at Easter, where we won a gold, this one was frustrating.

On the way to Section 1 being held up behind a flock of sheep was a portent of what was to come. Huntsham wasn't difficult for us Class 1's and 2's but we were held up behind the Class 8's, none of whom cleared it. The second section was a doddle for us and some of the more determined Class 8 drivers cleared it. Duvale 1

The Exe Valley Trial

and 2 up in the woods proved a bit tricky and we were getting well fed up by the time we reached Doddiscombe, Section 4.

The queue to get to the start was getting longer and longer as car after car failed to get past the giant dip just after the beginning of the section and the Land Rover strategically parked on the left up the other side of the dip. The finish marshall at the top got very muddy trying to help us out on the end of a rope behind another Land Rover. We have never been so humiliated. And we went on to score badly on Sections 5 and 6. The Austin 7 does defi-

nitely not like mud. Mud just hangs on to the wheels and won't let go. The poor little 805cc 60 year old engine revs it's heart out but can't win against the sticky Devon mud. Give us nice gritty, stony MCC style sections any day.

So by the time we reached Special Test 1 Tim was getting really mad with frustration. We did quite well, the best score in our Class, but you don't know that at the time. The lift in morale as we cleared Section 8 made my job of frustrated he gets the less abuse I get. He can't push me too far because I'll just get out and refuse



It helps to have some good brains around when you are in a fix. Mark Linforth, Mike Workman and Brian Cope decide how to succeed where a Landrover has failed. Michael Cory-Brown is the poor driver who got his Special jammed in the bushes.

Below: Heave-ho me hearties! The Workman - Linforth - Cope strategy is put into operation - and it succeeded!



to carry on as I did on the Exmoor Clouds four years ago. Then he's in trouble as not even a cream tea will placate me.

The section in the quarry was fun. Lots of humps and bumps. Just as well I've got a handle to hang on to otherwise I'd get thrown out. But we didn't clear it. So gloom descended once again. The timed climb up Section 10 was great. Yes we cleared it but I can't work out from the results what our time was so I can't compare us with anyone else which would have been interesting. Section 11 proved less successful but we cleared Section 12 only to score 2 on Section 13 and 8 on Section 14. Section 13, Lee Cross, presents a sharp hairpin right at the top. Our attempt to get round it last year resulted in us mounting the bank and bending the front axle. The technique for getting round has been explained many times. But when you don't do these events regularly you never know which section is which and by the time you've realised what you should be doing it's too late.

By the time we reached Special Test 2 Tim had lost concentration, as has the reader, probably, and we were wishing it would all soon be over. He muffed it up by shooting across line C instead of stopping astride it. I think he got distracted by the pretty marshall at the start. She asked

if he knew what he had to do and Tim didn't like to admit that he didn't so our time was a bit long as I shouted at him to reverse back and stop astride line C after he'd whizzed past it.

Section 16, the last section, we remembered well from two years ago. As we approached the top, the section actually goes straight on but there is a sharp turning to the right, like Lee Cross, which we took last time and mounted the bank scattering marshalls and their children everywhere. This time we just shot straight on and cleared it but we did have to stop for a bit for things to cool down and to check any damage before leaving to do the last few miles back to the finish.

The results show we came second behind a Ford Fiesta and 20 overall out of 46. Not bad.

It felt like we'd been stuck behind the Class 8's all the way but the pub was empty so perhaps they'd gone home. We made it home OK, Froghopper always gets us home, but on inspection of the rear axle the following weekend Tim found a worn and eaten bearing. So the poor little thing was off the road for a couple of weeks. Now, with a different gearbox and a new rear axle bearing, we are ready for the summer season of treasure hunts and driving tests. Much more sedate.

The Ross Motor Club's Kyrle Trial

Report by Chris Coote

This traditional end of season trial took place in mainly Spring like weather, despite a rather depressing weekend forecast. The location in the Royal Forest of Dean provides superb views at this time of year, and it was well worthwhile entering for this aspect alone.

Despite this trial being "local" to me, this was the very first attempt by myself, previous years have always seen a clash of dates with "new" season old car events. Of course I had heard of the fearsome reputation of sections like Jack and Jill, and looked forward to an educational day out. This certainly proved to be the case. Tyre pressure limitations for classes 6,7 and 8

saw everyone in difficulty on the restarts, and gave the lower classes a real chance of overall victory. It was quite galling to see the majority of the higher classes failing restarts, which the

*Tyre pressure limitations for
Classes 6, 7 & 8.....gave the
lower classes a real chance
of overall victory*

Escorts, Imps and Midgets sailed through and on upwards to the higher reaches of sections like Mailscot and Snompers. This certainly proved the effectiveness of tyre pressures as levelers, and gave a considerable challenge to the higher numbered classes, despite the seemingly dry conditions and sunshine. In fact the majority of sections were decidedly slippery as soon as the very thin top crust had been torn off. The only exception to this was Openhill, situated as the name suggests on open heathland, which had dried out to be no difficulty at all, but the deep ruts and potentially boggy ground conditions would

make it a real stopper if just a bit wet!

Some sections were special to classes, and our first for 7 and 8 only named Bailey, was a lovely set of hairpins up a mainly muddy rutted track, just above the rest of the entries first at Daws. We climbed this well, good job since it was marshalled by my own Bristol club members, and it would have been embarrassing to fail at the first in front of them all. The main difficulty experienced here was understeering into the bank at the first hairpin immediately after the start line, Glyn Lobb was one who was caught out here as he was getting used to the driving characteristics of his newly acquired Marlin.

Next came Jack, approached by driving down the equally fear-somely steep Jill. Engine off in gear and handbrake hard on for this descent was the order of the day. Our

high geared car made little impression on the slope and we stopped in the holes at the class 8 restart. Others seemed to be getting to 3 and 4 markers much higher up, and had twice the problem of safely descending. There was one incident here with the Penhale's venerable VW Notchback rolling and losing windows fore and aft on getting sideways on the reverse down. No damage to persons here, but I fancy the car is due for retirement or a total rebuild. Perhaps a winch or ropes to trees to slow down reversing cars is called for here.

The next section, Pludds, is a very steep

though hard stony track to a big step at the class 8 restart and slippery shale beyond. An Imp in front of us made a fine climb, struggling on the shale but overcoming the gradient with the usual Imp sounds. We failed on the shale, having jumped the step successfully, our 15 psi in the rears successfully levelling out our supposed climbing advantage. Most failures stuck in front of this step at the class 8 restart point.

So it continued through the bright sunshine, with failure after failure on the restarts. A notable exception was Nigel Moss at Snompers, who demonstrated how it should and could be done to a large crowd made up of entrants taking lunch at the enforced 30 minute break in the woods here. The climb to the restart box under the trees was easy, the surface in the box an evil mix of leaf mould and polished small stones. Those not required to stop had sufficient speed to carry them through this mire, and continue to the top fairly readily. Particularly unlucky here were the Midget mounted Derek and Gillian Chatto who made a fine climb only to fail within yards of the top with a broken diff. Their lunch in the sun included oil, but not of the suntan variety, as they both set to most efficiently to change to the spare unit always carried. They cleaned, but not without a bit of effort. The organisers obviously had confidence in everyone's ability here, because the diff check was carried out on the top track beyond the section ends board. The cars that did fail here were mostly low slung sports cars, presumably grounding in the deep ruts. The notable exception was the Chattos, the diff change was obviously well worthwhile.

The afternoon saw us fail at Nine Wells

when too much grip and overzealous avoidance of the slippery tree roots to the left at the start, saw us catapult into the trees on the right. Once through the narrow pair of trees at the start, the section opened out with good grip, and I presume presented no real problems. The few failures here were all due to that one tree root! The next, Staple Edge, was a new hill described as smelling of foxes! This had a muddy start, then main road type grip to a chicane to the left containing the restart box for us. This was not easy, and we spent some time finding grip, rather longer than the marshals thought was necessary I suspect, but we did eventually move out of there. I think it caught quite a few out.

Cuddleigh Bank seemed to have half the trial entry parked up and waiting for this long and demanding climb, when we arrived after lunch. The problem seemed to be that the final section of the first half of this hill was so slippery that even the recovery Landrover could not climb, let alone tow out failures. The large queue of cars in the narrow approach had precluded failures reversing down to escape. This was rapidly resolved by the organisers, and a decision taken to cancel the lower half for all but class 8. This gave the rest of us the opportunity to park on the level track at the half way point and observe the progress of the class 8's, whilst awaiting our turn to attempt the section of the hill from the class 8 restart and on upwards. In our case we backed up on the level to get a good flying start through the very steep right hand climbing turn over shale and earth which formed the restart box. Terry Coventry showed V8 power to advantage with a fast climb of the first part of the section and a fine restart showering spectators liberally with earth as he powered

on up the hill. Alfred Booth in his much lower powered Dellow was also successful on the first part, to cheers and applause from the knowledgeable crowd. John and Dot Parsons in their very smart chromed suspension Westfield were just a bit too slow on the first section, despite V8 power and failed just a few critical yards short of the level part just in front of the restart box. That final ever steepening part of the first section was incredibly slippery, and could only be overcome by good speed build up on the lower sections of the hill.

So far the sun had shone and we had avoided any of the heavy showers beginning to build up during the afternoon. Alas our luck held no longer and we were caught in an incredibly heavy and long downpour as we waited for the final 2 sections called Badgers and Topsides. Both these hills consisted of red clay, made almost impossibly slick by the rain.

Badgers we failed about 2/3 of the way up when we simply ran out of power trying to use 2nd gear for maximum wheel revs to cut down into dryer sub surface.

Topsides had some viciously deep ruts and holes right on the start. We aviated well here, along with Nigel Moss and

Terry Coventry, hopefully the photographer here managed some spectacular shots. The section continued without too much gradient, but very slippery, and I made the mistake of lifting off towards the end to seek grip. The final 6 inches to the section end board were very hard fought for. To escape we thought a reduction in tyre pressure would see us fly out. Not so, and even on 6psi and some shoving, we struggled to exit the section. Poor Simon Woodall in his Buggy cleaned it too, but had to reverse all the way down whilst we extricated ourselves. This last section was a real sting in the tail and caught out many in the deep holes at the start, and of course the wetting from the rain did not help much either.

A pleasant run back to the Ross club house was made in the now steaming conditions after the heavy rain and return of the sun. Talking to Roger Bricknell at the finish, he too cursed the rain, he lost 11 of his total of only 23 at that final section! A superb day out, with delays well handled by the organisers, and a convivial finish with meals provided by the Ross ladies, what could be a better way of spending a Spring Sunday?

The MG Works Trials Teams

The "Cream Crackers", "Musketeers" and other cars of interest

By Ian Williamson

Much has been written on the subject of the MG's 'Works' trials cars during the nineteen-thirties. This short article is by way of being a summary of the facts and a confirmation of the surviving cars, known to exist.

The 'Cream Crackers'

In 1934, three well-known MG trials drivers, Jack Bastock, Maurice Toulmin and 'Mac' MacDermid began driving as a team, with 'covert' help from MG, in the form of spares and expenses. Their cars were all swept-wing and painted blue (2) and green (1).

MacDermid's PA car (JB 3639) was the first to be fitted with a supercharger, a side-mounted 'Centric'. Later on Toulmin fitted a blower to TJ 5000, but Bastock's PA (JB 3854) was never supercharged whilst in his possession.

The three cars were first painted cream and brown, the official MG colours, for the Land's End Trial at Easter 1935. It is reported that Cecil Kimber thought of the name 'Cream Crackers', when he saw them lined up at Abingdon. The bonnets, wings and wheels were brown and the bodies and aprons cream.

These first 'Cream Cracker' team cars were based on the 847cc PA engine. For the next season 1935/6 they switched to 939cc PB's, all with the neater side-mounted, Marshall IZ75 supercharger. The new PB's were on the road for



*Alan Grassam in the ex-Bastock Cream Cracker
competing in the 1994 Land's End Trial*

Nigel Martin-Smith

The MG Works Teams

the 1935 Exeter, so were completed by December 1935; they had brown bonnets, brown aprons, cream, aluminum bodies and silver wheels.

Of these six PA/PB cars only JB 3639 has not been traced since 1962, when David Phillips of Surbiton sold the car to a dealer in Sussex.

The 'Cream Cracker' team then switched to TA's for 1937. These cars had cream bodies, bonnets and aprons, with brown chassis and wings. The 1937 cars were unblown, with 1292 cc engines. Two of the cars exist, but ABL 960 has disappeared- In 1938, their last year, a VA engine was installed, bored out to Women Artists specification (73 mm), giving 1708cc. Only one of these cars exists, BBL 80, this car competes regularly in MG Car Club and VSCC trials, and has also been seen in The MCC Classics. The 1938 cars had white chassis, but were otherwise painted as in 1937.

Another car, BBL 81 exists. This was a works-supported car, supplied to 'Goff' Imhof, painted white and occasionally used as a team reserve car. This Scottish trials team consisted of Keith Elliott, Murray Frame and Norman Gibson. They competed in 1938, with two 1937 model TA trials cars (ABL 960 and ABL 964), plus JB 9445, which was formerly Godfrey Imhof's car. Only ABL 964 is known to have survived. It competed in the MGCC Kimber Trial in 1993. The Highlander's cars were traditionally painted in the dark blue of the Scottish Flag. The team did not get works support, but Lord Nuffield gave them each a set of special cufflinks in 1938, in recognition of their efforts!

The Musketeers

Since there were originally only Three Musketeers in the novel, presumably this is the reasoning behind the name - daring, dashing and good-living gentlemen, like most trials drivers! It is also the reason why Brian Ditchman's 1980's Musketeer Replica is called D'Artagnan!

The first 'Musketeer' cars of 1935 were based on the ex MG racing team NE Magnettes, with six cylinder 1271cc engines and P type bodies fitted up for trials. All three 1935 cars still exist, although JB 4606 is only a chassis and JB 4608 is back in ARDS TT racing trim with a pointed tail. The 1935/6 cars were Magnette Specials, using a mixture of Midget and Magnette components, with 1408cc Marshall 85 supercharged engines. Only one of these later cars survives, JB 6867 'Aramis'.

Before 1937 The 'Musketeer' cars were painted cream/brown two tone, like the 'Cream Crackers', but for 1937 and 1938 they were painted red, with black chassis. The Team also moved to TA's (somewhat reluctantly) in 1937, with 1292cc engines, unblown. This was the only year when the two MG trials teams had equally powered machinery.

For 1938 and 1939 The Musketeers used TA's with 1250cc short- stroke engines (the forerunner of the XPAG engine), with Laystall crankshafts and Marshall 110 Superchargers.

J2 - Pre Cream Crackers?

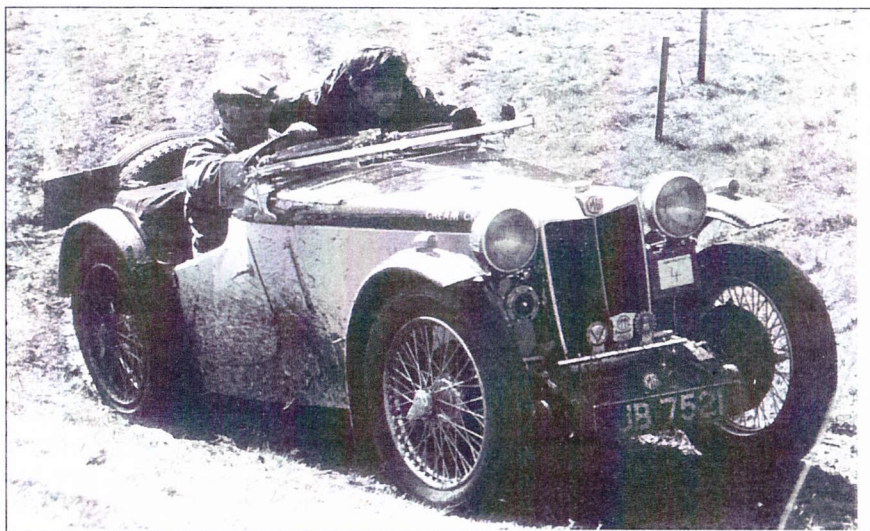
In 1933/4 three 'private' J2s were campaigned in trials by the same drivers who subsequently became the first PA 'Cream- Crackers' team. Two of these cars exist and one was only 'discovered' in 1991 by John Setchell, during the course of a rebuild. This was WP 2915, campaigned very successfully by Jack Bastock, in 1933/4.

This car is of interest, because it did actually compete in the blue/green car team in 1934, until the MG management insisted that Bastock drove a PA, since that was the car they were actually selling! However it was never in the first real 'Cream Cracker' Team, dating from Easter 1935.

Summary

So there it all is, summarised in the Table. of the 12 'Cream Crackers' 8 exist, a survival rate of 66%. One other, JB 3639 may still be in the back of Barry Bone's garage, but I doubt it! Of the 12 'Musketeers', 6 exist, a survival rate of 50%. Finally of the 3 Highlanders there is only one survivor. (33%)

This of course proves nothing in particular, except we are on the right side of credibility. It has been said of the Bentleys that 3024 cars were built and over 4000 have survived! Despite this folklore, the actual number of survivors is 1600 (Source Bentley- Heritage (Osprey) 1991). So beware of Raiders turning up with a 'Lost Ark' of Works Trials Cars.



Ian Williamson & Tom Darke competing at the VSCC Exmoor Fringe Trial 1994 in the MG PA ex-works team Cream Cracker, previously owned by Maurice Toulmin

Martin & Welsh Racing Photos

MUSKETEER WORKS TEAM MG's (1935 -39)¹

Year	Team Driver	Car Type/Spec	Registration	Car Name	CurrentStatus (1 993)
1935	Welch	NE Magnette	JB 4606	Athos	Ex
1935	Kindell	NE Magnette	JB 4608	Porthos	Ex
1935	Nash	NE Magnette	JB 4750	Aramis	Ex
1935/6	MacDermid	Magnette Spcl ²	JB 6865	Athos	Bu
1935/6	Bastock	Magnette Spcl ²	JB 6866	Porthos	Bu
1935/6	Langley	Magnette Spcl ²	JB 6867	Aramis	Ex
1937	MacDermid	TA (Unblown)	ABL 961	Athos	Ns
1937	Bastock	TA (Unblown)	ABL 963	Porthos	Ns
1937	Langley	TA (Unblown)	ABL 965	Aramis	Ex
1937	Imhof ³	TA (Unblown)	JB 9445	-	Ns
1938/9	MacDermid	TA (Blown) ⁴	BBL 82	Athos	Ex
1938/9	Bastock	TA (Blown) ⁴	BBL 83	Porthos	Ns
1938/9	Langley	TA (Blown) ⁴	BBL 84	Aramis	Ns
1939	Green ⁵	TA (Blown)	BJB 412	-	Ns

Coding:

Ex = Exists

Ns = Non survivor

Ds = Disappeared i.e.Could exist

Bu = Broken Up

Notes:

1 All Magnettes were Cream/Brown. All TA's Red.

2 1408cc/Marshall IZ87 blown

3 Reserve for 1937

4 Marshall 110; Short Stroke 1250cc; Laystall cranks. Forerunner of XPAG engine.

5 Reserve: Then replaced MacDermid in Team

CREAM CRACKER WORKS TEAM MG's (1933 -38)

Year	Team Driver	Car Type/Spec	Registration	CurrentStatus(1 993/4)
1934/5	Toulmin	PA (Centric)	TJ 5000	Ex
1934/5	MacDermid	PA (Centric)	JB 3639	Ds
1934/5	Bastock	PA (Unblown)	JB 3854	Ex
1935/6	Toulmin	PB (Marshall)	JB 7521	Ex
1935/6	Crawford	PB (Marshall)	JB 7524	Ex
1935/6	Jones	PB (Marshall)	JB 7525	Ex
1937	Toulmin	TA (Unblown)	ABL 960	Ns
1937	Crawford	TA (Unblown)	ABL 962	Ex
1937	Jones	TA (Unblown)	ABL 964	Ex
1938	Toulmin	TA(VA Engine) ¹	BBL 78	Ns
1938	Crawford	TA(VA Engine) ¹	BBL 79	Ns
1938	Jones	TA(VA Engine) ¹	BBL 80	Ex
1938	Imhof	TA(VA Engine) ¹	BBL 81 ²	Ex

Notes:

1 Unblown: Bored to Women Artists Spec: 1708cc

HIGHLANDERS (SCOTTISH PRIVATE MG TRIALS TEAM 1938)

Year	Team Driver	Car Type/Spec	Registration	CurrentStatus (1 993)
1938	K Elliot	TA (Unblown)	JB 4606	Ns
1938	N Gibson	TA (Unblown)	JB 4608	Ex
1938	M Frame	TA (Unblown)	JB 4750	Ex

Note: Recognised but not supported financially by MG

**MG J2'S OWNED BY CREAM CRACKER DRIVERS IN 1933/4
PROIR TO FORMATION OF THE MG TEAM IN 1935**

Year	Team Driver	Car Type/Spec	Registration	CurrentStatu (1 993)
1933/4	Bastock	J2 (Unblown)	WP 2915	Ex
1933/4	Toulmin	J2 (Unblown)	TJ 2	Ex
1933/4	MacDermid	J2 (Unblown)	JB 859	Ns

Coding:

Ex = Exists

Ns = Non survivor

Ds = Disappeared i.e.Could exist

Bu = Broken Up

**1934 Cream Cracker gains 5th place in the
Innes Ireland Rally!**

By Pat Toulmin

The Innes Ireland Rally was run on 12th June to honour the life and achievements of the great racing driver and to raise funds for Cancer Research at Birmingham and the MacMillan Nurses. TJ 5000, Maurice Toulmin's first ever Cream Cracker, a 1934 PA MG, was entered in the rally in memory of its previous owner Bob Williams, who also - very sadly - died of cancer last year. If it had not been for Bob, TJ 5000 might have been lost for ever - he rescued it from Wales early in the 1970s, where it had been crashed into a ditch. Bob restored it beautifully to its former glory.

Bob's widow Mavis accompanied Maurice's younger son Jonathan in the rally and between them they had raised a creditable £1,725 for the cause. This was the 5th largest amount collected and a momento - in the form of a model of Innes' GP Lotus 18 - was presented by Innes' widow Jean and Land Speed Record holder Richard Noble.

The rally commenced at the NEC and TJ 5000 was in good company - Prince Michael of Kent led the celebrities away in a Bentley, closely followed by Stirling Moss, Sir Jack Brabham, Derek Bell, Roy Salvadori, Carol Shelby and Richard Noble. But this was preceded by a touching tribute to Innes, which culminated in a fly over by a Spitfire, while the participants remembered Innes in prayer.

To mention all the wonderful and exotic machinery would take too long - as they started I could not help speculating how many £ millions had just past by.....

The route circumnavigated Birmingham via its several motorways. I watched from one of the bridges and it was a wonderful sight indeed. The cars then had a stop at the Jaguar Heritage Centre for coffee and biscuits. This became a pit stop for the MG which had developed an overheating rear brake. From there it was on to Silverstone, and it was amazing to see how many people thronged the route. They were on islands, grass verges, bridges, front gardens - in fact anywhere to get a good view - and the entrants must have ended up with "wave fatigue." The support was tremendous.

At Silverstone the sun came out and, thanks to more good planning by the initiator and organiser of the day - Martin Hone - all 300 cars completed two convoy laps of the (now old) Grand Prix circuit during the Aston Martin Owners' Club Race meeting, but this was after a superb aerial display by its World Champion. The contractors were working hard on Sunday afternoon to revise the circuit for the Grand Prix just four weeks later.

Jonathan, Mavis and myself would like to thank everyone who helped towards our total - the members of the Association of Classic Trials Clubs, employees of Rover Group and Wolverhampton Libraries, various MCC entrants on the 1994 Lands End Trial, the VSCC, the Chester site of British Aerospace, G M Toulmin, members of the MAC committee, visitors to the members tent at Shelsley Walsh on 5th June, members of the SMMT and everyone else who was so kind to contribute, but especially Mavis and Bobs' friends.

➤➤➤➤Forthcoming Events➤➤➤➤

1994 Fixtures

Sept 11th	Taw & Torridge	Holsworthy	Champ
18th	Clee Hill Trial	MAC	Non Champ
25th	Kingsley trial	North Devon MC	Non Champ
Oct 1st	Edinburgh Trial	MCC	Champ
8th	Ebworth	Stroud MC	Non Champ
16th	Exmoor Clouds	Minehead MC	Champ
23rd	Tamar Trial	Launceston & NMC	Champ
30th	Ilkley Classic Trial	Ilkley MC	Non Champ
Nov 6th	Hardy Classic	Woolbridge MC	Champ
27th	Allen	Bristol LC & MC	Champ
Dec 4th	Camel Classic	Camel Vale	Champ

Please Note - Closed to Club events are not included here.
ACTC are invited to the non- championship rounds listed.

FOUR YEARS WITHOUT A BROKEN DIFF?

There must be a way to break my diff, but so far no-one has done it. The first Fack roller diffs have been in use for four years, and as yet I have not even had any requests for spares!

Designed for the Ford "English" axle, fitted to Anglias, Escorts, most Capris and Cortinas, this is a direct replacement for the standard part. All the gears run on roller bearings and there are four star wheels instead of two fitted as standard.

As used by 1993 Championship winners Tim Pearce and Roger Bricknell.

It can also be fitted to the Hillman Imp transmission and my heavy duty output shafts will cure yet another Imp weakness

Julian Fack , Orchard Farm, Shareshill, Wolverhampton WV10 7LE
Or leave a message on 0426 954208 at any time

MOUTHS ON WHEELS

Correspondence

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The Editor does not necessarily agree with the opinions expressed!*

From: Graham Watton

I would like to send my personal thanks to the ACTC and all the members who supported me and sent tributes after the sad loss of my wife Maria.

It was typical of the triallers to come to the rescue of a friend in trouble.

Dr. A.N. Branson.

The extent of opinion and controversy that is being aired about the sport could be seen as an indication of its overall health. If nobody cared about the directions we might go it would be a very sorry state of affairs. However it is important that the widest consensus be obtained before any major changes to the regulations are made to avoid the sort of fiasco that occurred in 1990 with the externally mounted spare wheel rules. It's also vital that we avoid splitting into sides and there are signs of this happening with a "lets get class 8" faction and a "why should we let those wimps who can't get a proper trials car spoil our fun" team. It behoves us to recognise that many of those who enter in class 8 contribute a huge amount to the sport in a multitude of ways, furthermore the fact that some of them achieve marvels on the hills owes as much to their driving skill as to their vehicle. On the other side there are many who choose to drive cars in the other classes and contrary to Peter James' view have no desire to compete in class 8. Some of them also can coax their vehicles into vertical take off and see the top of many difficult sections.

We must not forget that one of the charms of the sport is the fact that such a variety of folk in a strange collection of transport can all get together and enjoy themselves and it would be sad if that were to be lost The editor is right to say that Classic Trialling is a challenging sport. I would go further to say that one of the good

things is that the challenge each competitor faces can be varied according to choice. The underlying challenge is against the organising club as personified by the hills but some of us are merely trying to better a previous performance and of course there are those who are competing fiercely against their friends for championship points believe that the challenge that faces us all is to maintain the sport in a state where all these features can be entertained.

The problem as seen from the "let's get class 8" camp (I should perhaps declare my allegiance at this point, I am the founder member of the " let's get everyone who doesn't drive a DAF" world domination league) is that a group of people with higher than average resources, both financial and other, will develop cars that will increasingly make existing sections seem far too easy and will carry organising clubs into running trials that will have sections so difficult that no car not in Class 8 be able to climb them but most of them will be destroyed in the attempt.

Pure paranoia of course.

I find it harder to speak for the class 8 view but I suppose it might be: that a vociferous bunch may introduce restrictive regulations for class 8 cars such that they must weighed at each scrutineering and have no more than 40% of their weight over the driven wheels with the passenger seated over the front bumper if necessary to achieve this, alternatively they will have to drag a large anchor up each section or perhaps have to compete in trials consisting of nothing more than 16 attempts at Sug Lane without a restart.

In my opinion the important thing is to organise trials such that all competitors can enjoy a challenging day's sport. Notwithstanding this I don't think we should fall into the trap of believing that it should be possible to take a car straight from the show-

room and achieve a clean sheet in a Classic Trial. I don't think this ever was the case and it certainly isn't now in the age of FWD euroboxes. Vehicle preparation and modification is as much part of the sport as the driving but there do have to be limits and this is where the formulation of the regulations is so important. There are aids to ascension which we have little doubt should not be permitted. Fixed diffs, lugged tyres, 4 wheel drive and tracklaying vehicles spring to mind but there are other areas such as weight distribution which are more difficult. In general the regulations must be easy to understand and enforce. The advent of electronic traction control could be a scrutineers nightmare, however it is here where the sportsmanship of classic triallers has such an important role in a way that it isn't in branches of motorsport where big money is at stake. Whatever limitations are put on the climbing performance of vehicles in any class they must be easy to understand and accepted by the majority of competitors.

Alan Foster has outlined a number of "tools" available to equalise performance. There are certain parameters over which we can have no influence, especially the weather and we should all accept that sometimes a hill will be rendered totally uninteresting by a few weeks drought and almost unclimbable by a downpour. Calton is a prime example. The areas we can control on the hills are the position of the start and section end, the number and position of restarts, which classes have to attempt restarts, and whether some classes should take different routes. All of this is being done at present to some extent and I feel that to concentrate on this area could go a long way to dealing with the immediate problems, this would not require any significant change to the Blue Book regulations.

The other area of control is that of vehicle specification. Alan Foster's research has shown that it is possible, although difficult, to specify weight distribution as a means of limiting class

8. What he has not shown is whether any limitation in this area would have the desired effect of reducing the competitiveness of the vehicles and more importantly whether this reduction would be evenly applied across the whole range of class 8. I would be very unhappy to see such a method of limitation become part of the regulations until more data were available. Any effort to limit power to weight ratio is far too difficult to enforce but I wonder an attempt to limit ground clearance might make current sections more challenging. It's not that I wish to see class 8 competitors dragging their tender parts on the ground (and most specials are built with or could have fitted suitable shielding) it's just that dragging low slung bits through the mud will produce a degree of retardation that may stop a few of them. I know that enforcement might be difficult but perhaps one way forward would be to limit wheel diameter and tyre section. I appreciate that VW camper transmission might cause problems. The other area that has been tried is that of tyre pressure limits. At present I am uncertain how much difference it makes but I'm sure it's worth further exploring.

In summary, there is a potential problem with the uncontrolled improvements that special builders may come up with but one of the strengths of the sport is that the regulations are not particularly stringent and I think it is important not to rush into any changes that are not widely accepted and may be hard to enforce. At best these will achieve nothing, at worst create a climate of suspicion and dispute which is the last thing anyone wants. I feel that trial organisers have gone a long way towards creating events that are a worthy challenge to competitors in all classes and I think this is probably the area where the most action should be. Most of all we must continue to talk about this issue as only by the frank but friendly exchange of views can we all come to understand the needs of each competitor and go as far as possible towards meeting them.

From: Alan Foster

Congratulations on compiling 48 entertaining pages of Re-Start. The fact that there were 10 contributors to the December edition, plus those who had something to say in "Mouths on Wheels", underlines the enthusiasm and the willingness "to do one's bit" which exists within our branch of the sport. Your own ability to galvanise this into print I am sure is much appreciated by your readers.

May I please put the record straight on one point - I do not personally suggest that we "bore class 8 into other classes". In the article on weight distribution, I listed this as one of the 'tools' available to organisers, along with class 8 diversions, selective tyre pressures and nominated re-starts. I certainly do not advocate

spoiling the fun of class 8, nor do I see any need for a war to break out between entrants of non production and production cars.

What I do strongly counsel against is the promotion of events which contain unnecessarily damaging sections for production cars, or ones where class 1 can hardly leave the start line. No one should be, in effect, forced to abandon entering in classes 1 to 6 because they find it unrewarding or can't afford the expense of repairing their car after every trial. We need all our events to encourage back production cars and provide the challenge for specials.

Editors note: Apologies to the last two correspondents for not publishing their letters in the last issue. They somehow got to the back of the file and were overlooked.

DAVID ALDERSON'S COM? SHOP

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CLEE HILLS CLASSIC TRIAL

18th September 1994

Organised by the
Midland Automobile
Club



Entries are still open!

**If you haven't entered - get your
skates on!**

**Next year it may well be a
Championship Round**

The Shock Horror Page

Development of Class 8 secret weapon Shock!

The Trials world is about to be rocked to its foundations by the discovery that Jim Templeton is planning a Class 8 Revenge this publication can reveal. Photographs obtained secretly by **Re-Start** clearly indicate that he has reached an advanced stage with the prototype vehicle. To make matters worse he is training his grandsons, Nicolo and Sebastian Ferrari, to drive the machine.



Proof!

*Jim Templeton & grandson Sebastian
Ferrari test the new Class 8 machine*

The project is rumoured to have been underway for some months. What is now worrying those in the know is when the vehicle will make its debut appearance. Could it be on the Exeter? Watch this space for further news.....and watch out Class 8! The young Ferraris will be devastating competition.

Pratt buys "Hot Beetle".

Geoff Pratt, erstwhile passenger of Phyllis Winnel, thought he would have a go in the drivers seat for a change - so he bought the 1990 Crackington Cup winning car of David Alderson, the cut and shut Beetle known as Shorty. Having spent a few pennies with BSW on a couple of modifications, he proudly drove home to Ross-on-Wye. Leaving the car while opening the garage door, he noticed some friends waving at him frantically from the road. He waved back cheerily, thinking they were congratulating him on his purchase. They weren't. They were in fact trying to convey to him the fact that the engine compartment was on fire!

Happily, after another somewhat longer sojourn at BSW, Shorty is back home and will be out on the Ebworth. Hot stuff eh?

MARKET PLACE

FOR SALE

UVA Fugitive 2 fully rebuilt and repainted. 1600 VW engine and box; new clutch; 12 months MOT. £1500
Also VW Special/Buggy tube chassis; 1300 VW Beetle engine & box; all parts to complete - £300.
Adrian Dommett Tel: evenings 0297 24621 (Seaton)

FOR SALE

Ford 10 E93A crownwheel & pinion. Brand new EN36 case hardened to 1mm £230
Julian Dommett 0297 24621 evenings
0297 23034 day

FOR SALE

VW BEACH BUGGY prepared for Classic Trials. ACTC Championship Winner 1986 (driver: Richard Penhale) MCC & ACTC awards winner: (driver: Ian Davis) Completely rebuilt on reconditioned and modified floor pan; original 6 digit registration no. £2000 ono.
Michael Davis Tel: 0494 863110 anytime

FOR SALE

1934 Riley 9. The Burrige's "Old Blue Riley"; winner of many awards & MCC medals; can out-climb most Austin 7's most of the time. Modified in line with the spirit of Class 2 and comes with VSCC Eligibility Form; 18" & 19" wheels. Join Class 2 - the growth class, where it's still fun!! Money needed to buy petrol for Rolls Royce! Phone Gerald Burrige 0761 241223

FOR SALE

165 X 15 Semprit M601 Tyres.
£41.50 each (inc. VAT)
£160 for set of four (inc. VAT)
Simon Woodall
Tel/Fax: 058 470 348

FOR SALE

Austin Healey Sprite 1 Ashley Fibre Glass Bonnet. Very competitive Class 5 Trials car. Engine recently professionally rebuilt to high standard balanced nitrided crank etc, not yet run in. Car has been stored for last 4 seasons and will require some work.
David Bowles. Tel. 0202 709755

FOR SALE

Class 8 U.V.A. Fugitive. Built on strong competition frame using standard and reliable VW bits ie: 1679 cc type 4 fuel- injected engine; Beetle king-pin front; Beetle 1303S double jointed rear suspension with 1303S gearbox. Used for both summer transport & winter trialling. A sad decision but "Freddie" must be sold to make way for more "family friendly" trials car. £1850. David or Isabel Parry
Tel: 0823 400686

WANTED

523/550 16" Henly S9 Tyres
Elva OHV for Ford 10 E93A or Willmet 100E; also any other turning parts for S/V Ford or Dellow
Julian Dommett Tel: 0297 24611 Evenings
0297 23034 Day

FOR SALE

Falcon Trials Car, Reg 2330 DU;
1953, E93A powered. £2000.
Contact: Dean Partington 0332 832758 (eve)
0332 298011 (day).

FOR SALE

Escort Mk 2 parts: left & right front wings; left & right doors (2 door model); bonnet; head lights; tail lights; plus lots of other bits & pieces. Offers.
Philip Roberts, Cullompton, Devon.
Tel: 0884 33115 home; 0884 243200 work

ACTC COUNCIL

The General Meeting was held on April 10th at the Crown Inn, Minchinhampton.

Election of President

Allin Penhale was re- elected as President

Election of Officers

Except for the posts of Chairman (Roger Pole) and Championship Quality Controller (Jim Templeton) all officers were standing for re-election. Officers were elected unanimously as follows:

Chairman - Simon Woodall

Vice Chairman - David Alderson

Hon. Secretary - Anne Templeton

Treasurer - Janet Mattin

Championship Secretary/Scorer - Richard Dawe

Championship Quality Controller Andy Webb

New Officers will take up their posts in September at the AGM

Class 2 to be widened

At the AGM in September, Council had discussed the proposal that "Class 2 be widened to include suitable production cars manufactured post 1941 listed by the Technical Panel. Such cars to be of a character commensurate with 'pre-war design.'". At this meeting a vote was taken and passed by a 11-2 majority (1 abstention).

Policy Statement

The following policy statement was agreed by a 12-1 majority:

1. Classic Reliability Trials to which ACTC is invited, particularly those which form part of the Championship, should be suitable for production cars in Classes 1 - 6. Radical modifications to cars to obviate damage should be unnecessary.

2. Organisers should ensure that the route and Observed Sections provide an enjoyable days sport for competitors in all Classes. All the "tools" at the organisers' disposal should be used to equalise performance, eg lower start lines for the less competitive Classes; difficult re-starts for the more competitive Classes; selective minimum tyre pressures and Class 8 only sections or diversions.

3. The hallmark of a well balanced Classic Reliability Trial is that the overall winner from marks lost could come from any Class and that all Classes are represented in the top ten placings.

Ilkley and District Motor Club

Ilkley & District MC applied for membership to ACTC and were unanimously accepted. Peter Coleman is their delegate. Ilkley also requested that their Classic Trial be monitored for inclusion in the ACTC Championship in 1995. This was agreed by unanimous vote.

Inter Club Team Trial

Hans Viertel (Camel Vale) explained to the Council of a plan to hold an Inter Club Team Trial in Cardinam Woods on October 30th. He suggested that another Club could host the event the following year and it could be an annual event. The Council agreed that Camel should give it a try and see what the response was.

**The AGM will be held on
September 25th at 2.00 pm**

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DAWEMOBILE

Hope you are enjoying your summer; championship tables are somewhere - Roger Bricknell leads for the second summer running in the Crackington, could this be Worky's year for the Wheelspin?

Wot I did on my hols, or a tale of several GPs; went to Silverstone for the car GP. Not very riveting and 54 quid for four races, but it was good to see young Hill do it. Following week over to Le Mans for the 500, 250 and 125cc races on the short circuit; much better - the 250 and 125 bashes were incredibly close and access to the grandstands was free. Stayed on for a few days to tour some countryside and then back to Donington for the next lot. Schwantz managed it this time instead of falling off like he had at Le Mans (on the last corner), but you could argue that Doohan let him win since he had a massive lead in the Championship. 250 and 125 were again blisteringly close, but even closer was the inaugural outing for nearly standard Triumph Speed Triples, dealer sponsored and with a few useful names on board. The winning margin was about half a wheel; World Superbikes were also good - unfortunately rain interrupted play. Eight excellent races and no Red Arrows or Stirling Moss driving slowly in a D-Type all for £25 - eat your heart out Silverstone!

On the evening before Donington we went to a pre-65 trial at Mortimer - only about 18 entries, but everyone was amazingly affable; there also seems to be nothing new in the world of trials! They asked what the burning issues of the day were in Classic Trials and I mentioned tyres, eligibility etc, and they all looked thoughtful and muttered about Greeves forks on Triumph frames and suchlike. Interesting who does pre-65 too; Mike Endine, boss of Xtrac, the F1 and works rally gearbox company, on an AJS; Darren Snell, for many years British Junior trials champion on a beautiful BSA C15T prepared by his father. So enjoyed the evening that I quite forgot about the MCC AGM which was taking place about three miles away and was the original reason for venturing down the M4!

Spent the rest of the week taking bits off the Midget - very depressing, retired to pub for solace; then off to a boot sale - picked up a newish inch and a quarter SU for 50p and a Lucas recon starter motor still in its box for £1 - interesting things boot sales!

New address and 'phone in case you missed it last time (and no, 0181 is not a misprint - yours is going to change too!):

**0181-948 12568,
8 Glovers Lodge,
Lewis Road,
Richmond on Thames,
Surrey TW10 6SA.
Office is 0171-310 1771.**

Wheelspin League 1994

[illegible]

Wheelspin League 1994

[illegible]

Crackington League 1994

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyle	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Core Total
Roger Bricknell	5	11.0	10.5	8.9	10.5		10.8	9.4								66.1	
Dennis Greenslade	5	10.0	11.0	9.5	9.7		9.8	8.5								63.5	
Mark Hobbs		10.2	10.4	10.4	10.1		10.4	10.1								61.6	
Paul Bartleman	5	10.0	8.5	9.9	9.5		9.8	8.4								61.1	
Jason Collins	5	9.8	10.0	7.0	10.0		9.7	9.0								60.5	
Mike Workman	3	9.8	10.0	8.0	6.0		11.0	8.0								55.8	
David Heale	3	11.0		10.5	10.7		10.8	9.5								55.5	
Roger Ugalde		10.3	10.3		10.9		10.2	10.9								52.6	
Julian Dommett	1	8.8	11.0	5.0	9.0		8.7	7.0								50.5	
Paul Eamer	3		10.3	10.6	10.3			8.5								42.7	
Mike Young	5		6.0	9.0	8.0			11.0								39.0	
Tim Lakin	5	10.8			11.0			10.0								36.8	
Dudley Sterry		5.8		11.0	8.0		6.0	6.0								36.8	
Ian Moss	3			10.9	8.5			10.4								32.8	
Nigel Moss				10.0	11.0			9.0								30.0	
Richmond Coffin		9.2		9.4			7.4									26.0	
Graham Brasier		6.8	9.0	3.0	7.0											25.8	
Mike Wordsworth		10.5		6.6				7.5								24.6	
Tony Young		7.8	7.0	3.0	4.0			2.0								23.8	
Michael Braddock			7.5		7.5			7.4								22.4	
Terry Mattin	3			11.0				8.0								22.0	
Anne Templeton	5		9.0				8.0									22.0	
Derek Chatto	3		8.3					10.5								21.8	
Brian Cope			11.0		10.0											21.0	
Frank Burton				10.0			10.7									20.7	
Robert Cull	3		9.3		8.3											20.6	
John Turner	3	8.3					9.2									20.5	
Mark Smith	3				9.9			6.9								19.8	
Greg Warren	5	9.0					5.8									19.8	
Terry Durrant		9.0						10.5								19.5	
Terry Coventry				7.0				10.0								17.0	
Chris Aldrich		7.5					9.3									16.8	
Alastair Queen	3				6.7			6.5								16.2	
Ron Mackie		8.5	7.6													16.1	
Ian Williamson	3	3.8					9.0									15.8	
Peter Treliving	5	10.3														15.3	
Tony Branson	1		6.5		6.5											14.0	
Michael Chatwin	1			2.0				11.0								14.0	
Chris Coote				8.0				5.0								13.0	
George Davey		6.8		6.0												12.8	
Michael Leete			8.3		3.9											12.2	
Tony Rothin			3.0		2.0		7.0									12.0	
Keith Vipond	3			8.5												11.5	
David Leigh	1				10.2											11.2	
Alan Walker		7.0		3.9												10.9	
Ian Facey				10.5												10.5	
David Miller	1		9.5													10.5	
David Alderson	3		2.0		5.0											10.0	
Simon Woodall	5							5.0								10.0	
Andrew Carter								9.9								9.9	
Simon Robson			2.0					7.5								9.5	

Crackington League 1994

	Exeter	Clee Hill	Exmoor	White Peak	Torbay	Chase Clouds	Lands End	Exe Valley	Kyle	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Core Total
Peter Seaton-Jones	3	6.5															9.5	
Dave Smith									9.5								9.5	
Neil Bray				9.0													9.0	
Adrian Linnecor				5.0					4.0								9.0	
Tim Pearce						9.0											9.0	
Jonathan Toulmin	3								6.0								9.0	
Paul Dickinson									8.9								8.9	
Nick Ryle	3								5.9								8.9	
David Sargeant						8.9											8.9	
Philip Roberts							8.8										8.8	
Michael Jones						7.9											7.9	
Brian Partridge	3			4.0													7.0	
Peter Robinson				7.0													7.0	
David Turner				7.0													7.0	
Ken Tucker					6.9												6.9	
Alan Spencer							6.8										6.8	
Brian Osborn								6.5									6.5	
Brian Alexander			2.0	4.0													6.0	
Duncan Welch				6.0													6.0	
John Sargeant						5.9											5.9	
Ian Bovill				5.0													5.0	
Gerald Burridge	5																5.0	
Graham Forsdyke				5.0													5.0	
Alan Grassam	5																5.0	
Peter Hart	5																5.0	
David Maynard						5.0											5.0	
Dave Parsons							5.0										5.0	
Reg Taylor	5																5.0	
Terry Ball								4.9									4.9	
Peter Quinn							4.7										4.7	
Michael Cory-Brown							4.0										4.0	
John Ireson		3.8															3.8	
Ian Blackburn			3.0														3.0	
Brian Bull	3																3.0	
Steve Haddow	3																3.0	
Perce Harden	3																3.0	
Mark Kessell	3																3.0	
Grahame Marshall				3.0													3.0	
Robin Pearce									3.0								3.0	
Robin Preedy	3																3.0	
Paul Rendle							3.0										3.0	
Angus Stewart		3.0															3.0	
Steve Strutt	3																3.0	
Mark Tooth	3																3.0	
David White	3																3.0	
Peter Davies									2.0								2.0	
Harvey Harrison			2.0														2.0	
Stephen Bailey	1																1.0	
Keith Hodges	1																1.0	
Geoffrey Margetts	1																1.0	

Navigators League 1994

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Lands End	Exe Valley	Kyrle	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Core Total
Thomas Bricknell	5	11.0	10.5	8.9	10.5		10.8	9.4								66.1	
Tricia Greenslade	5	10.0	11.0	9.5	9.7		9.8	8.5								63.5	
Amanda Ferin Hobbs		10.2	10.3	10.4	10.1		10.4	10.1								61.5	
Karen Linforth	5	10.0	8.5	9.9	9.5		9.8	8.4								61.1	
John Collins	5	9.8	10.0	7.0	10.0		9.7	9.0								60.5	
Mark Linforth	3	9.8	10.0	8.0	6.0		11.0	8.0								55.8	
Ann Ugalde		10.3	10.3		10.9		10.2	10.9								52.6	
Antonia Ashby	1	8.8	11.0	5.0	9.0		8.7	7.0								50.5	
Alison Eamer	3		10.4	10.6	10.3			8.5								42.8	
Mike Furse	5		6.0	9.0	8.0			11.0								39.0	
David Leach		9.2		9.4			7.4									26.0	
Reg Hackett		10.5		6.6				7.5								24.6	
Jennie Braddock			7.5		7.5			7.4								22.4	
Janet Mattin	3			11.0				8.0								22.0	
Gillian Chatto	3		8.3					10.5								21.8	
Kieron Patterson			11.0		10.0											21.0	
Mike Blomer	3		9.3		8.3											20.6	
Sue Bannister	3				9.9			6.9								19.8	
Virginia Durrant		9.0						10.5								19.5	
Leigh Airey	3				6.7			6.5								16.2	
Roger Brooking		8.5	7.6													16.1	
Judy Treliving	5	10.3														15.3	
Emma Macfadyen		6.8		6.0												12.8	
John Looker	3			8.5												11.5	
Jeff Shepherd								8.9								8.9	
Lisa Langley					8.9											8.9	
Brian Featherstone					7.9											7.9	
Eileen Alexander		2.0	4.0													6.0	
June Sargeant					5.9											5.9	
Tricia Burrridge	5															5.0	
Maggie Snell			5.0													5.0	
Ken Martin								4.9								4.9	
Margaret Harden	3															3.0	
Cathy Wilton	3															3.0	
Martyn Little								2.0								2.0	
Janet Bailey	1															1.0	
Terry Hall	1															1.0	

Old Forge Garage

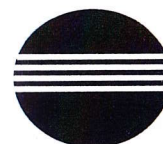
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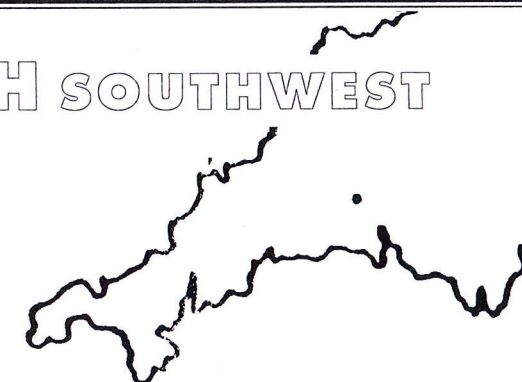
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