# Re - Start

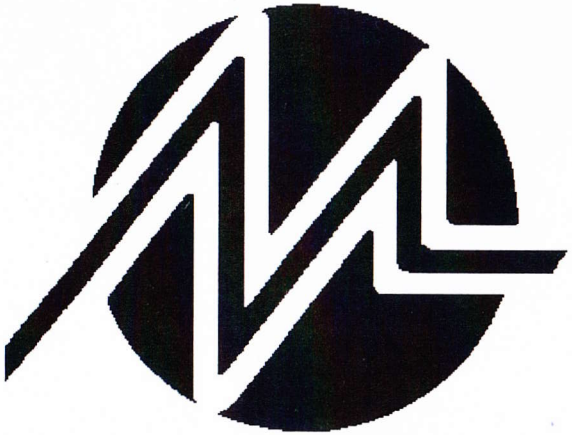
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# Re - Start

*Volume 5, Issue No. 1, May 1994*

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*Thanks to all other contributors. and senders of photographs - more please!*

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# Editorial

It is with sadness that for the second issue running we record the passing of another of our vice presidents, Bette Tucker Peake. Until she became too ill, Bette attended nearly every ACTC Council meeting with Tuck and was a great supporter of the sport. She will be remembered by many of the older trials competitors bouncing for Tuck in his many assaults on the hills, long blond hair flowing and, as often as not, children packed in the rear seat. A full obituary will appear in the July issue.

A full calender this year, with two new Trials added to the calendar in the autumn (the Clee Hill and the Ilkley), is great testimony to the work which member clubs are putting in to provide competitors with the opportunity to participate in the sport we all enjoy so much. However more help is sorely needed by some of the smaller clubs who do not have much in the way of readily available bodies and so if you are unable to compete because of mechanical problems, or have sold the car and failed to acquire the new one, please offer your services whenever you can. You will be much appreciated.

The other area competitors can be of great help is in Rights of Way. If you hear of any Green Lane or county road which is in danger of having a SSSI slapped on it, please let the local motor club know and they will contact the ACTC Rights of Way officer.

The Great Class Debate continues and there is some interesting correspondence in this issue - some serious and some amusing. The important thing for ACTC is the fact that most competitors do enjoy their sport whatever class they compete in but this does not mean that clubs can be complacent about the type of sections they use and safety must be a major consideration. Some sections are very difficult and dangerous to reverse down after a failure and if possible these should be avoided but most of us are pretty competent at reversing down sections - after all we get a lot of practice! It would be a pity to leave out some of the great sections simply because there is no escape road but luckily most organisers are experienced enough to know which hills will require especially competent marshalls.

I won't bore you with the disasters which have occurred in trying to get this issue to press but please accept humble apologies for late arrival. The July issue will be with you in July! Hopefully. Thanks to contributors and advertisers without whom you would be getting a single sided newsletter!



# The Bristol Motor Club's Allen Trial

*Report by Chris Coote*

The first classic trial I ever competed in was The Allen in the years when motorcycles and cars all attempted the by now familiar hills. Recently I had a layoff for a couple of years following loss of my regular passenger. However trials are addictive, so here I was back again for yet another attempt at cleaning those hills. I have cleaned them all in the past, but not necessarily all on the same day! This year was going to be different as it turned out, mainly due to the spell of dry conditions preceding the trial proper.

After the Land's End at Easter, where we had comprehensively re- arranged both front and rear suspension, some rebuilding work was required. Of course this was planned in for the summer, but somehow never got done. Thanks to clubmate Martin Perry, who was able to supply me with some new front struts at short notice, I did by dint of burning the midnight oil in best competitive preparation traditions, just get it all back together in the week before the trial. This left little time for testing, other than a quick trip around the block, where I was glad to observe that the car now steered straight and stopped quicker due to the new fangled disc brakes it now sported.

Asking for an early start to try and finish in daylight is one thing, starting number 1 is another, however on a bitterly cold morning, but thankfully with no frost to ice up my unheated windscreen, we set off for Toghill Lane in fine spirits. A clean as expected on this rough but grippy lane and a quick trip into the Shell station at the bottom of the hill for fuel to carry us along for the rest of the day. Bitton Lane with its sometimes tricky restart was cleaned, thankfully, since it was marshalled by old friends and trialling rivals Terry Osbourne and Nigel Pow. Big Uplands was nearly a fail as the dry looking restart for class 7 was amazingly slippery, and caught some who did not even have to stop. We struggled for grip, blasted a bit, bounced a lot and lifted off for grip before a rush at the "hole" at the top, which seemed easier than last year, but still caused the front wheels to aviate a foot or so.

As sections continued, with cleans all the way, I was in jubilant mood as we cruised along the top of the Mendips towards West Harptree. Alas this mood did not last long as the steering started to shake. A quick check showed front wheel nuts tight, but wheels loose on the hubs, the studs were being pushed out of the back side of the mountings! Reason was insufficient clearance in the stud holes for the new Mk 11 metric studs. Tightening of the wheel nuts merely pushed the wheel up against a protruding shoulder. A gentle trip to Bishop Sutton luckily revealed a filling station with attached but closed workshop. Luckily the owner was in attendance and allowed us to rummage through the nuts and bolts to find some big enough spring washers to fit over the protruding wheel stud shoulders. A temporary fix, but I hoped it would get us through the rest of the trial. It did, and so to Burledge.

By this time quite a few cars had overtaken us, and there was some queue at the bottom of the hill. The sound of screaming engines followed by ominous silences, revealed that the hill was living up to its stopping reputation. I decided on medium high tyre pressures for ground clearance,

relying on the dryish conditions for grip. A good start on the class "C" line avoiding the worst of the steps hazard got us going well before the deep ruts. Pedal to the metal (no, fibreglass actually) and with much bumping, roaring and general mayhem we shot past the 2 marker onto flat ground and a cruise to the section ends. We were pleased to say the least and carried on to one of the best special tests in the game at Nanny Hurns, which in our jubilation over Burledge, we made an untidy but clean drive in 18 seconds, I have done it faster in wetter conditions!

So we continued, through a new section to me at 12 o'clock Lane, and on to the final test of John Walker; one of the longest and most satisfying sections I know, combining a ford, steep rocky gully, and then a long difficult muddy rutted track with short sharp humps to catch the unwary. A good run up the gully was spoiled slightly by the blinding flash of a photographer as we crested the rise onto the muddy ruts. Temporarily blinded, the first few yards were "plenty sideways" as Timo Makinen used to say. However we recovered our composure for a pleasing blast up through the stone pillared gate to the section ends.

So there it was, clean all the way after more than 10 years of on and off attempts. I know that the weather favoured us, but it was still a great feeling as we signed off in the welcome warmth of the Crown and swapped stories of the '93 Allen.

The following letter was received by Ken Buckle shortly after the Allen Trial:

Dear All at Bristol Motor Club,

Many, many thanks to you all for a brilliant days sport, with particular thanks to the marshals who stuck to their posts (mainly 'cos they were frozen to them) throughout the day and night.

You don't 'arf get some weather down there. Tropical rain in '92, and Brass Monkeys in '93. Thought the puddle at Elwell would be frozen over by the time we reached it. Perhaps next year we could invoke the old golf rule of a free drop to be no closer to the hole than two car lengths and divots must be replaced.

Loved the videos too. Can't wait for the book to come out!

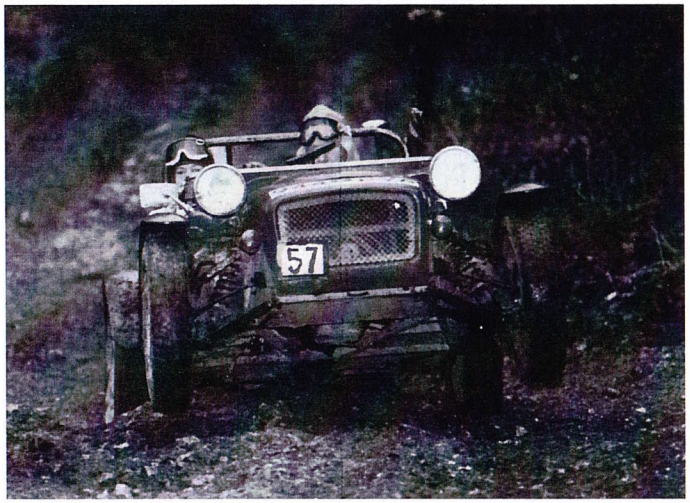
Brian Bull (No. 61)



## The Stroud Motor Club's
# Cotswold Clouds Trial

*Report by Anne Templeton*

The weather was wet - very! The sections were challenging - extremely - especially Merve's Swerve which had the most innocuous looking re-start but was a real stopper in reality. John Hayes was gleefully watching the usual failures on Crooked Mustardwith a certain degree of glee. As usual, an absolutely cracking event. Unfortunately, although a full report was comissioned for ***Re-start*** it did not materialise so you will have to make do with the pic!




*Mike Chatwin and Brian Bradshaw were one of only two cars to get off the re-start on Merve's Swerve. Looking at this it is clear that you had to execute a "wheelie" to get over the root. Bradshaw will of course say it "was the bouncing what done it" but I think those of us who have had the pleasure of observing Mike's driving style will think otherwise!*

# The North Devon Motor Club's
# Exmoor Trial

*Report by Julian Dommett*

Leaving home the weather was dry, but overcast. It wasn't long before a few drops were spotted on the windscreen (it must be Sunday!). Arriving at the Cedars Lodge we were greeted by Peter Treliving with a puncture before the start. A quick look under the bonnet and off to find breakfast. Sign and depart.

Off to the first Section, Lobb, with tyre pressure limits for most classes, only managing to stop a Class A motorcycle. Next was Nethercott, a speed section, timed from the restart with a flying finish. and watch out for the bank at the end. With the fastest times in each class gaining a clear. A. Martin, Ford Escort, putting down the fastest Class 3 time.

On to Nethercott control, sign and off to tackle Jenny Wren. Knee deep in ruts with a restart for everyone except classes D, 1 & 2. The restart for 7 & 8 caught all of class 7 and two of class 8. Ron Mackie & Roger Brooking and R.Cullen & M. Earl, both crews Midget mounted, making excellent climbs, we failed and went back to the bottom to try the failures route, to find Sepscott 1 & 2, The first corner on Sepscott 1 caught out several, with a restart for 7 & 8 proving a little trouble for class 8. Through the woods to Sepscott 2 with a restart for ail classes. A well deserved clear for R Coffin & D. Leach Class 1. The slippery corner even caught out some the higher classes.

A short trip to Snapper 1, a twisting, slippery, muddy section complete with roots and ruts making it hard going for the lower crewing Austin Sevens, cleared. Shortly onto Snapper 2, with a carefully placed restart for 7 & 8 on a hard right hand bend, with only Troll mounted Ian Williamson slipping up on the restart. Off to find Steinty Bridge which caused as much trouble getting to, as it took completing. All that could be seen from the bottom was deep sloppy mud, which stopped most of Class 4. A custard coloured Skoda was seen heading for the trees.

Under the dual carriageway for Riverton, a hill used on Land's End & Taw Torridge, again with double restart lines, which stopped all in Class 4 except D Heale & J Scott who made a very spirited climb in their Imp. Special Test 2, a long




*Ken Roach coaxes the Ford Special up Sepscott on the Exmoor Trial*
***Julian Dommett***





special test with plenty of wheel grip, although stopping astride the line seemed to cause some teams difficulty. Dudley Sterry set the fastest time of the day (33.14 secs) in his MG. Next was High Bray another hill used on the Taw &Torridge. The restart for 7 & 8 proved difficult for Class 7 but most of Class 6 had no real problems. Back to the failures route to find Beggars Roost, a famous Land's End section. Again a restart for the higher classes, most of the field got away all right with D. Llewllyn making a rare mistake in his Marlin. With Lyncombe Bridge being cancelled for all cars it was back to the Beggars Roost to collect a well deserved finisher's certificate for most and sign off.



*Greg Warren on Sepscott in the Ford Anglia*
***Julian Dommett***

*Below:*
*Peter "trundling" Treliving in the doughty Austin 7 will go anywhere for a laugh.*
***Julian Dommett***



# The Sheffield & Hallamshire Motor Club's White Peak Trial

*Report by Brian Cope*

A Cold White Peak

An anticyclone centred over Russia brought freezing temperatures to most of Britain on February 13th and cold winds blowing in from the Urals depressed the effect even further. The ground (almost) everywhere was frozen solid and almost as cold as the stalwart marshals who endured hypothermia for the benefit of some 120 contestants.

The Sheffield and Hallamshire Club has worked hard over recent years to improve the quality of this event and responded to the suggestions of experienced campaigners and drivers. Gone now are the frivolous wiggle- woggles in and out of artificial posts a- such as is used by the PCT brigade. Now the contestants can expect a traditional challenge and good value for their money.

However, no Clerk of the Course can outsmart the Clerk of the Weather and it was the latter who really had finals say on this occasion.

Some 60 car competitors left the new starting point at the aptly named "Travellers Rest" following in the wake of a similar number of motorcyclists. The organisers had allocated the cars into the customary classes and set them off in numerical order and it was a real pleasure to see Vauxhaul Novas and a Saab 96V4 being prepared to accept the challenge of the Derbyshire hillsides.

The support for this meeting from the vintage classes is well deserved and this year some 10 contestants in this category were on view. Steve Lister/Debbie Heath (BMW Frazer Nash) set the standard and Richard Clark (HRG) followed suit. Geoff Winder brought his Austin 7 down from Yorkshire as further evidence that there is a growing demand for classic trialling north of the Midlands. Tony Branson/Derek Reynold (DAF66) even came down from Northumberland to meet the challenge of Roger and Julia Bricknell (Escort) who came up from Cornwall.

Local Sheffield & Hallamshire crew Roger Reed/James Peacop brought their Mk 1 Dellow out for a run and found it difficult to understand why they were elevated to Class 7 with their 1172 cc side valve engine.

Class 8 was well subscribed, as you might expect, but one absentee was Mike Chatwin recuperating after a short spell in hospital.

So after a welcome hot coffee, the crews set off for the Derbyshire Hills and made their first call at Great Hucklow. The section here was carefully divided and the better cars had to make the left deviation and a re-start high up the bank. There were several hazards here including a large bolder guarding the entrance to the restart box. Classes 1 through 6 encountered little difficulty but classes 7 and 8 dropped points by the tonne. Duncan Welch/Allan Bernall ( Austin Healey SS), David and Liam Alderson (Troll) and Brian Partridge (Cannon), Adrian Linnecor (Cannon) all shared the same fate at 9. Only four of the 12 contestants in class 8 were penalty free after the first section!

The organisers had made many route changes from previous years and even those of us who claim to know Derbyshire well , were introduced to hitherto unchart-





ed countryside. But this was not a day for sight seeing. Already the biting wind was making conditions unpleasant. One consequence was that the highways and by ways were devoid of all traffic and even the mountain bike riders and ramblers had stayed at home.

Next came the special test at Skidmore - an aptly named obstacle for it consisted of a simple circular tour through some marked gates against the clock. But the Clerk of the Course had taken care to utilise a greasy bank or two and traction was in short supply. The lightweight Austin Sevens did well here, despite their narrow tyres.

The adjacent observed section was a disappointment for only a couple of cars were hindered.

*At Litton, the recent engineering working party from MCC has spoiled the challenge. ...Every crew treated the climb as if it were a motorway*

The section called Gypsy Lane was masquerading under a false name for MCC members know it better by another. Yet the climb was familiar and few were troubled, despite the restart. For some reason, the hill took a dislike to Skodas and stopped both Mark Troden/Caroline Hawkins and Simon and Matthew Robson.

The route led up Monsal Head, surely one of the most picturesque parts of the peak, and into the famous Putwell section. But unlike the Edinburgh trial, only one section was laid out here and, although it caught all of class 1 on the start line, no one else suffered, despite the 12 psi tyre pressure minimum. It is clear that the Sheffield and Hallamshire club are determined to avoid simply copying MCC practices and they deserve our thanks for their initiatives.

Priestcliffe, for example, would be considered unsuitable for the MCC event, but was included here to demonstrate the individuality which the club strives for. In the past, this hill has stopped many a campaigner in its deep ruts but now the ground was covered with permafrost and the ruts were not troublesome, despite the restart.

The section at Calton proved a disappointment and it was not entirely the weather to blame. It seems that the Clerk of the Course had left the location of the restart to the local marshals and they had not selected the critical territory. Experience suggests that the organisers missed this opportunity and might like to think next year about the importance of this task. The C of C has to shoulder the responsibility for such details and then he will earn as the years go by.

Now at Oxlow, the organisers had learned from the experience of previous years. The course was an artificial one between post but at least they were wide apart and no one was expected to perform the St Bernard's waltz. Yet ground conditions again conspired against the organisers for the frozen terrain stopped absolutely no-one. Which just goes to show that as Clerk of the Course, you can't please all the people all the time!

The next challenge was a timed test high on the hills exposed to the worst of the weather and a cold easterly wind which was enough to freeze the sensitive fingers of the timekeeper. He had a lonely and unenviable task and deserves our warmest (!) thanks. I doubt whether he has thawed out even yet!

The test took the form of a circuit over grass covered spoil heaps and car control was critical. Drivers had the option of a clockwise or anti-clockwise test and the choice was pretty even. Mike Workman, fresh from his success on the Cotswold Clouds made a valiant effort, but only succeed in frightening the timekeeper out of his wellies at the finishing line.

Bamford Clough was as rough as ever and captured a few more names to add to its long list of catastrophes. Jack McEwen/JohnHarris (Riley 2Str) were defeated and the Hillman Imp of David Neale was added to the list of failures.

The route led along the Derwent Valley and we were met by some Four Wheel Drivers out on the tracks and they made heavy work of the climb at Salt Road. It was here that Roger Bricknell showed his class for he succeeded when most of his class mates failed. Again we crossed some virgin territory and approached Hagg Side from an unfamiliar direction but the hill was again dry and trouble free. Again criticism of the location of the restart box might be valid. It caught no-one.

Excelsior is the name given to a section opened for us by the Sporting owner Drivers Club some years ago and it still presents quite a challenge. On a milder day, it could have been expected to capture more of the contestants than it did . . . but the climb was enjoyable and next year will probably have the last laugh.

By now the light was fading and the temperatures falling even further. For this reason Stoney Bank was tackled in haste, Highcliffe was withdrawn and crews had to find their way tot he last section at Litton Slack. Late numbers were now driving in the dark and the route was not as clear as it might have been which probably accounts for some crews failing to find the famous climb at Litton.

They did not miss much. For the recent engineering working party from MCC has spoiled this challenge. Yes the access to the start line has been improved but the 'surfacing' of the section with gravel is a retrograde step. Every crew treated the climb as if it were a motorway and even the restart produced no fear. Fortunately, mother nature knows best and provided that no-one interferes, the old hill will return to its former self in a year or two.

So looking back on the event, the Club deserves to be congratulated on the improvements made and were unfortunate too encounter such dry conditions in the middle of February. Some 26 cars from the 59 starters achieved a clean sheet and the winners were found by the stopwatch after all. Maybe the Club could keep looking for that much needed new challenge.



# Wife swapping on the White Peak Trial

*Paul Eamer reports on his experiences!*

My attempt to do the White Peak Trial began a week before the trial itself. The Sunday before was The Cotswold Clouds with a good day being had and not too many troubles with the car. The only problem being the loss of brakes on Crooked Mustard and resorting to the use of a weak handbrake for the rest of the day.

Preparation, to the car, for the White Peaks began on the Tuesday evening with replacement of the front brake hoses for aeroquip type and a diff change for a higher ratio to make the journey to Derbyshire more bearable. The brake hoses were no trouble to change, but trouble was soon to begin. Prop shaft off, half shafts out (one with a little trouble) and diff out. A little cleaning up and all should be back together within half an hour. Higher ratio diff back in and then the half shafts. One went back in no problem, but the other couldn't be wiggled, encouraged, coaxed or hammered back into position. Stepping back from the car the problem became obvious. After almost 4 years of trialling my axle was shaped like a banana and fit for nothing. There was no alternative than to take the axle out and fit a replacement, although I didn't have a spare.

Wednesday morning at work a spare was sourced and a deal struck on the price an MG specialist wanted and what an eager trialist was prepared to pay. Wednesday lunch time a trip to the MG specialist, only a couple of miles from work, to remove an axle less diff and half shafts from a rotten chrome bumpered Midget. Not a bad task completed in 45 minutes.

Home Wednesday evening to clean the new axle, un-seize the brakes and adjusters and a fresh coat of paint. Thursday night was motor club committee meeting so no time available and time was running out.

Friday warranted an afternoon off work to stand any chance of making Sunday's trial. Axle fitted, brakes bled and car packed by late Friday evening. A tank full of fuel and we would be ready to go.

Long before the event Mark Hobbs and I decided we would travel to Derbyshire the day before the trial. We left Stroud at 3pm Saturday and took a steady trip up the M5 and M6, Mark and Amanda Hobbs towing their Fiesta and Alison and I in the Midget with the roof down of course. We eventually found somewhere to stay and had a good nights sleep for the next day ahead.

Sunday, the day of the trial, wife swapping was in order, as Amanda Hobbs was to be my passenger and Alison was to be Mark Hobbs' passenger. A bitterly cold day, snow and a wind chill factor well into the minus degrees Celsius did not tempt Mandy into the Midget very easily. A late start time of 10:19am allowed plenty of time to get warm and don many layers of clothing.

Section 1 was Hucklow Bank, a short rocky section with a class 7 and 8 deviation and restart. The section was attempted and cleared with very little problem, although it appeared Classes 7 & 8 restart proved difficult for all but the more experienced drivers. We proceeded to Section 2 which also included a Special Test. This seemed somewhat of a PCT section although as long as you had at least one wheel over each designated line the order

in which you got to these lines was entirely yours. The surface was purely wet grass land and incredibly slippery which warranted only 8psi in the tyres. Many cars failed this test or obtained a time of about 3 weeks and 2 days. With an able bouncer I achieved a respectable time of just over 21 seconds. The section that followed was considerably easier than the test and attempted carefully with the tyres still on 8psi.

Onto Gypsy Lane with a restart for all classes causing no problem. Onto Putwell with a minimum tyre pressure of 12psi checked by the marshal kicking the tyres. The section was cleared and we proceeded up MCC's Putwell 2 to exit the hill.

Section 5 was Priestcliffe and a small queue had developed at the bottom of the hill. We arrived at the section to see fellow club member Mark Hobbs returning to the bottom of the section lacking in a silenced exhaust. The section had very deep ruts which were avoided at all cost and the section was cleared with little trouble. The difficulty was after the section ends:- deep soft mud caused many cars needing to be man handled and towed out. What a bonus this would have been if it had been part of the section.

The next section was Carlton, which I had last seen during the 1992 Edinburgh. It was the last section of that Edinburgh and where I lost a Triple. Having cursed and swore in 1992, I could have done with the section being the same as this year, it was so easy.

Onto Oxlow a section followed by the second special test. The section was on undulating common land with the markers so placed that the only route was through a huge crater where the cars appeared to disappear. A clear was obtained by almost all competitors. The special test was again a test of 4 lines which had to be crossed in any order with at least one wheel. The variation in routes was extensive from an orthodox undamaging approach to a more spectacular death dive over rough terrain. I opted for the orthodox route and achieved a not too spectacular time where as Dave Miller in his Escort attacked the death dive and carved six inches off the White Peaks landscape with his sumpguard. This special test produced more laughs with Mike Workman sustaining a 4 second penalty for hitting a marker. We are not sure whether Mike sustained a penalty for also hitting the time keeper who landed on the bonnet. All credit must go to this marshal who still managed to stop the stop watch and record a time for Mike's test.

Next was Bamford Clough and a minimum tyre pressure of 12psi. The section still as rough as ever required plenty of revs and wheelspin in order to reach the top.

A lovely journey towards the Derwent Valley for the next section, Salt Road. The section was very rough and rocky and caused trouble if you were unlucky enough to find the deep ruts. Paul Bartleman in his Escort made his only mistake of the day and dropped a 12 on this hill. A clean climb by Mandy and myself maintained our clean sheet so far.

Section 10 the MCC's Hagside, with a restart on the flat just before the section end, was attempted and cleaned. Section 11, Excelsior and section 12, Stoney Bank were next both being rough and rocky. Most of the cars experienced very little trouble including myself achieving two clears. Onto Section 13 which was cancelled after only a couple of cars had attempted it. A little disappointing as this





could have been the best section of the day.

The last section was Litton Slack which also appeared easy. We arrived to see a Maestro City see his way to the top and then enjoyment of seeing Mark Hobbs fight his way to a clean. Not success for everybody, as Dave Miller in his Escort failed his first hill of the day to drop 6 points. Our attempt was successful and our speed was so excessive that second gear felt a possibility.

Back to the finish to sign off at about 5.30pm. All that remained was to swap back wives and on the road to Gloucester by 6pm. The loss of all brakes going home on the motorway was the only trouble all day.

It was a good trial despite 22 cars going clean. If the weather had not been so cold and the sections not frozen the day would have been considerably harder and I'm sure not so many clears would have been obtained. The route mileage of about 100 miles seemed very excessive for the area we covered. The day would have been better suited to a route of 60 to 70 miles.

A good day was had by the 4 of us from Stroud Motor Club:-
Mark Hobbs & Alison Eamer :1st Class 1
Paul Eamer & Amanda Ferrin-Hobbs
1st Class 5
Mike Workman & Mark Linforth:
1st Class 8
Paul Bartleman & Karen Linforth:
3rd Class 3

All that remains is to thank the organisers and marshals and to thank my passenger and navigator Mandy.

**White Peak Trial - Results:**

| | Class | Marks | S/T time |
|---|---|---|---|
| Mark Hobbs | 1 | 18 | 66.37 |
| Peter Masters | 1 | 37 | 60.82 |
| Mike Leech | 1 | 53 | 105.21 |
| John Rhodes | 1 | 56 | 109.99 |
| Richard Clark | 2 | 0 | 41.04 |
| Richard Parker | 2 | 0 | 42.04 |
| Sebastian Welch | 2 | 0 | 42.14 |
| Geoff Winder | 2 | 0 | 43.85 |
| Tim Jones | 2 | 0 | 50.43 |
| Mike Hurst | 2 | 0 | 72.23 |
| Steve Lister | 2 | 3 | 87.48 |
| Jack McEwen | 2 | 3 | 92.14 |
| Ian Blackburn | 2 | 35 | 120.06 |
| Bill Ainscough | 2 | 40 | 147.13 |
| Roger Bricknell | 3 | 0 | 44.95 |
| Dave Miller | 3 | 6 | 60.75 |
| Paul Bartleman | 3 | 12 | 50.53 |
| Mike Braddock | 3 | 12 | 56.65 |
| Tony Branson | 3 | 15 | 103.59 |
| D. Greenslade | 4 | 0 | 52.69 |
| Alastair Queen | 4 | 0 | 59.52 |
| Neil Bray | 4 | 0 | 68.45 |
| David Heale | 4 | 3 | 51.89 |
| David Turner | 4 | 3 | 118.19 |
| Dave Nash | 4 | 8 | 65.71 |
| Ian Bovill | 4 | 15 | 37.84 |
| Brian Alexander | 4 | 16 | 121.03 |
| Mark Trodden | 4 | 31 | 92.44 |
| Simon Robson | 4 | 40 | 63.88 |
| Paul Eamer | 5 | 0 | 53.90 |
| Robert Cull | 5 | 0 | 128.60 |
| Derek Chatto | 5 | 3 | 69.12 |
| Roger Ugalde | 6 | 0 | 42.25 |
| Ray Porter | 6 | 0 | 135.05 |
| Michael Leete | 6 | 0 | 137.39 |
| JulianDommett | 7 | 0 | 46.31 |
| Jason Collins | 7 | 0 | 49.57 |
| Graham Brasier | 7 | 6 | 40.79 |
| Ken Orson | 7 | 6 | 43.82 |
| Peter Robinson | 7 | 6 | 78.14 |
| Mike Young | 7 | 9 | 46.69 |
| Graham Forsdyke | 7 | 9 | 55.11 |
| John Bamber | 7 | 9 | 143.56 |
| Roger Reed | 7 | 15 | 71.69 |
| Harvey Harrison | 7 | 17 | 120.60 |
| David Maynard | 7 | 23 | 45.27 |
| R. Hodgkinson | 7 | 26 | 145.69 |
| Brian Cope | 8 | 0 | 35.47 |
| Mike Workman | 8 | 0 | 42.33 |
| Anne Templeton | 8 | 0 | 45.13 |
| Philip Bovill | 8 | 0 | 96.96 |
| Tony Young | 8 | 6 | 41.71 |
| Duncan Welch | 8 | 9 | 36.77 |
| Adrian Linnecor | 8 | 9 | 38.00 |
| Brian Partridge | 8 | 9 | 39.11 |
| Tony Rothin | 8 | 9 | 40.68 |
| David Alderson | 8 | 9 | 48.15 |
| Robin Preedy | 8 | 15 | 50.55 |
| Paul Clay | 8 | 16 | 45.79 |

# The Torbay Motor Club's
# Torbay Trial

*Report by Angus Stewart*

The Torbay Trial was run on February 27th with an excellent entry of some 70 competitors. This was against the recent trend of falling entry levels and must reflect on the regard with which the Trial is held. The Torbay club normally have excellent organisation at the start with good facilities for scrutineering, signing on and parking. This year however it was different. It was even better!. They had obviously negotiated with a Higher Authority and organised a whole day devoid of rain (unheard of recently) and at times there was even a strange bright light up in the sky! The recent weather must have posed a dilemma for Clerk of the Course Greg Warren assisted by Roger Ugalde etc and I think they came up with a commendable mix. What little I managed of the trial was most enjoyable but the Skoda is not so keen and this year managed to destroy its sump guard and develop an obscure electrical fault. So my notes have been augmented with help from Davey "Troll" and Dommett "Dellow".

Kick off as usual at Baddaford Lane which was in good condition and not too difficult for the majority, some said it was easier than last year. Dean prior next where the unfortunate terry Durrant had his Imp decide that one wheel was sufficient to steer by. There were many volunteers on this "no walking section" to assist in the recovery of the stranded vehicle! Classes 6 - 8 had a re-start here from which Graham Watton was eventually seen to emerge from a dense smokescreen from tortured tyres.

The three Kings Wood sections were all enjoyable and even possible varying from a rocky river bed to deep slimey mud on King's Steep. The rocky first section in here was where we probably finished off our sump guard and which thereafter was a very effective brake.

We then managed a hiccup on the route



*Adrian Dommett burning rubber in the Ford Special on Simms*

***Julian Dommett***





card which was probably our fault but we eventually got to Northwood Section 6. The instruction was to "give it some welly" to reach the start line, this was an understated instruction to say the least. We climbed this one by ignoring our re-start in view of our sump guard brake which I couldn't get at to remove. Our trial was nearly run by now with inexplicable electrical problems developing particularly after the "lakes" on route to Pitt Farm so reluctantly we called it a day. George Davey reckoned the approaches to Northwood and Pitt Farm were more difficult than the sections themselves.

I was told various things about Ashcombe Woods, some competitors enjoyed the sections here (those doing well?) whilst others were not so enthusiastic. All the aforementioned rain had made things pretty difficult down in the woods and I was told the saloons had an interesting time. Still, it was a trial. Competitors next went on to Higher Shells which looked to have grip but this was deceiving and there was also that great big step at the top.

They then went *down* Slippery Sam for a change and over to the old favourite Tipley where I had persuaded the Skoda to take me to spectate. It was quite benign this year however and did not present too many problems so I wished we had gone to Simms instead. Here I was told the Class 7 & 8 re-starts were far higher up than usual and had most competitors struggling. Dudley Sterry was apparently making a really valiant effort when a tyre left the wheel of the MG putting paid to any further progress.

Yes it was possibly a little rough in some places but I would definitely do it again.

## Torbay Trial Results

**1st Overall**
I. Facey — VW Beetle

**Class 1 & 2**
**1st** K. West — Hornet Sports
**2nd** M. Hobbs — Ford Fiesta

**Class 3**
**1st** I. Moss — Ford Escort
**2nd** P. Bartleman — Ford Escort

**Class 4**
**1st** D. Heale — Hillman Imp
**2nd** D. Greenslade — VW Beetle

**Class 5**
**1st** P. Eamer — MG Midget
**2nd** R. Cullen — MG Midget

**Class 6**
**1st** R. Bray — VW Beetle
**2nd** K. Vipond — VW Beetle

**Class 7**
**1st** T. Mattin — Marlin Roadster
**2nd** F. Burton — Marlin Roadster

**Class 8**
**1st** D. Sterry — MG J2
**2nd** N. Moss — cannon Special

# A Torbay Trial Conundrum

## or

## "Thee's got'n wer' thee casn't back'n has'n?
## 'Ow be us gwain to get'n out o' thur?"
## (Adge Cutler and the Wurzels.)

*By Gerald Burridge*

**1. The problem.**

We had driven some 200 yards into the approach lane ("very muddy, give it some welly") to Section 6 "Northwood", when the offside front wheel fell off. The front axle embedded itself in the muddy turf and the MG stopped with the wheel, brake drum and hub lying against the hedge right alongside me: diagnosis was, therefore, relatively easy - the stub axle had broken! Would it move forward? - N0. Would it move backward?- N0. Could we lift it? - N0.

Enter six more competitors in the lane behind us, all driving super-strong very reliable "moderns". What should we do now and how are we going to get it home later?

**2.Potential Solution No. 1.**

Call the "Get You Home Service" and let them worry about it. Might not be a quick procedure as their vehicle and the bends, not to mention the mud, are likely to be incompatible. The standard rescue vehicle also requires the breakdown to be sufficiently mobile to be winched on board.

**3. First Decision.**

Enrol six strong competitors anxious to get on, and heave car back to the nearest gateway. Then push it forward into large deep, muddy puddle inside the adjacent field.

**4. Potential Solution No. 2.**

Call Air/Sea Rescue to bring a large helicopter and air-lift the car back to the finish at Haytor. This was dismissed as the puddle was not really deep enough to qualify; in any case, we couldn't really trust them to drop it accurately on the waiting trailer without damaging the paint!

**5. Thanks.**

We were very grateful for all the sympathy, pushing and heaving bestowed by our fellow competitors. In particular for the loan of a mobile phone from someone whose name I negelcted to obtain in the heat of the moment. Thank you sir - please claim your pint when we meet again.

**6. Potential Solution No. 3.**

Locate a spare stub axle. Unfortunately, 1936 MG's do not warrant large spares stocks at your local dealer, but within a few minutes it had been ascertained that fellow P Type owner, Alan Grassam had a suitable spare. He was at home in Yeovil and we were somewhere near Chudleigh, with no means of transport, but it was a step forward.

**7. A Lucky Day, Really.**

Calm reflection at about this time indicated that we had been somewhat fortunate. Five minutes before the failure we had been travelling along the A38 at 60 mph in pouring rain, surrounded by lots of other traffic. Now the sun was shining, the wild daffodils were gently glowing, the river Teign was burbling along beside us and Farmer Seward had arrived to see what was going on in his field. No, he did





not have a tractor with a front-end loader, or other means of lifting the car, but suggested:-

**8. Potential Solution No. 4.**

Leave the car in the field and come back for it in a day or two when a spare stub axle had been obtained. He then left for his lunch.

**9. Lunch Break.**

Tricia decided to wade through to the car and liberate the lunch bag, producing coffee and ham rolls. Mars Bars were "off" - being reserved for successful climbs of hills such as Simms. Then the 4x4 back marker arrived - more sympathy - and by the application of a rope and brute force, dragged the MG onto terra (nearly) firma.

**10. Technical Appraisal.**

Front hubs of P Type MG's were originally fitted with two deep groove ballraces clamped across a spacer, but ours has, at some time in the past, been converted to run on taper roller bearings (which have a much higher load capacity). The spacers had been omitted to allow bearing adjustment by means of the normal retaining nut. Whilst Tricia admired the daffodils, I reflected on this configuration and quickly realised that, in the standard arrangement, the spacer adds significantly to the stiffness of the assembly in resisting bending loads. My failure would have delighted any metallurgist, having the classic marks of a fatigue failure caused by cyclic bending stresses in the vertical plane.

New stub axles are not obtainable, but you bet any replacements will be crack tested before fitting; the bearing spacers will be refitted and the taper roller bearings will be retained, with shims to effect adjustment - as in the arrangement used on MGBs and Austin Healeys.

*'Unfortunately, 1936 MG's do not warrant large spares stocks at your local dealer"*

**11. The Tractor.**

Meanwhile the sun continued to shine, the daffodils continued to grow, the river burbled on - and we were totally imobilised. Eventually, having completed duty on the section , the younger farmer Seward arrived with the 4x4 tractor.

It took a matter of minutes to realise that this helped us not a lot! A beam axled 3 wheeler with an aluminium sump could be dragged bodily from A to B, but that seemed to be at risk of causing further damage and not much else.

**12. The Answer.**

Lunch consumed, we were rejoined by farmer Seward senior and, in course of discussion, the welder was mentioned. Well, to cut a long story short, I removed the brake mechanism, backplate, kingpin and steering swivel (putting the bearings, split pins etc. into the now empty lunch box), took the broken bits up to the farm (leaving instructions to Tricia to try and clean the ingrained mud from the brake etc with the aid of the aforementioned burbling river Teign whilst I was gone), welded them together, filed off the lumps and re-assembled the whole lot. We piled ourselves on board, together with tools, lunch bag etc., proceeded (with due caution) back to Haytor, signed off, resisted the temptation to take a Finishers Certificate, told a steward we thought the trial t0o rough (put it in the RED list), downed a well-earned half of Bass and loaded the MG on our waiting trailer.

Now we've only got to mend it - again.....



*Dudley Sterry's passenger falls asleep on Simms while Dud tries (successfully eventually!) to remove the tyre from the wheel.*

***Julian Dommett***



*Terry Coventry's Marlin did not lose a tyre but he tried hard to follow Didley's example - he also failed the re-start.*

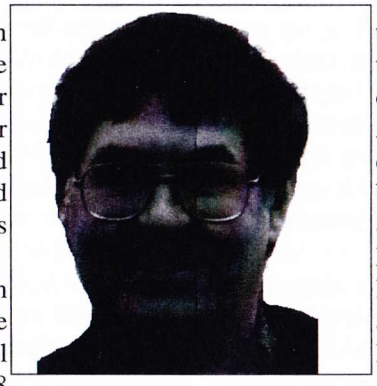
***Julian Dommett***



## 1993 Crackington Cup Winner

# Roger Bricknell

*A Profile by David Alderson*



As a Cornishman born and raised in Bodmin, the son of a keen trials rider and driver, there was never any doubt that 48 year old Roger Bricknell would pursue trialling as his major sporting activity.

After several outings on events passengering in the dickie seat of Bricknell senior's ex Ron Kemp V8 Special, Roger learned to drive the fearsome beast during the summer of 1961, and after obtaining his full licence, cast around for a suitable machine of his own.

With £100 to spend the choice was somewhat limited but Roger chose wisely and became the proud owner of the ubiquitous Ford Pop.

Membership of Camel Vale MC and the MCC soon followed and the Pop was prepared fro a new career as a Trials car. Experience gained in local club events was put to the test in 1964 when Roger entered his first Lands End Trial. Like so many of us, Roger has fond memories of collecting that first finishers certificate although he didn't gain an award.

Having decided to embark on a career in engineering, Roger and his Ford Pop headed north to Salford where he started a two year engineering course at the Salford College of Engineering. Despite being an impoverished student, Roger managed to compete in a number of Production Car Trials in the north Midlands and north west during his stay at Salford. He used the Pop to such good effect that his first outright win came in 1996 at the Chorley Auto Club Trial. On that day the young Cornishman beat such notaries as Mike Stephens in his Imp and Edgar Wadsworth in the Denzel for the premier award. Edgar, the great Lancashire trialsman, and always a gentleman, was most sincere and encouraging in his congratulations. No doubt he had seen the spark of what was to come.

Now Roger decided to withdraw from the engineering course and return home to Bodmin and join the family business which he now heads. A retailer of everything you might find in W.H. Smith's and Mothercare, the Bricknell empire has nine outlets throughout Cornwall.

On returning home, Roger part-exchanged the old Ford for a Morgan Plus 4 with TR engine. The new mount was soon pressed into service as an all round competition car, taking in trials, speed hill climbs and sprints. Roger underlined his ability as a trials driver when he took the Baddeley Championship award in 67/68 taking in the Edinburgh, Exeter and Lands End. The victory was particularly sweet since Roger took the Morgan to best test time of the day on the Lands End to beat both Martin Appleton and Frank Edkins for the Trophy.

Shortly afterwards, the Morgan was sadly written off in a road accident, how-

ever the recently fitted Lawrencetune engine was intact so a rather tatty TR3 became the recipient of the potent engine and Roger branched out into Autocross in the TR.

Living in Cornwall pre-motorway meant keeping your motorsport local, imagine a four hour journey to go as far as Bristol! So for the next two or three years Roger contented himself with competing in Aotocross in Devon and Cornwall in the TR.

Trialling was in his blood though and by 1976 he was seen campaigning a Ford Anglia estate in PCT's taking the S. Western Championship in 1996 & 1997. By now the motorway had reached Exeter so the Bricknell Anglia began to venture further afield taking the RAC PCT Championship in 1977 & 1978. Incidentally, the technical regulations of the day called for standard block casting with no capacity limit so the three bearing 997cc engine was actually bored out to 1650cc!

During 1976 Roger bought his first Sporting Trials car, a Cannon, for the princely sum of £400. Now he could indulge in trialling throughout the year, PCT in summer and Sporting in the winter.

At the end of the 1978 PCT season a decision was made to sell both the Anglia and the Cannon thus realising sufficient funds to purchase a Facsimile kit for a serious attempt at Sporting Trials.

What followed is now Sporting Trials legend. Roger carefully assembled his new mount and spent his first season learning and perfecting the car/driver combination.

For the next decade the Bricknell Facsimile dominated Sporting Trials. Travelling punishing distances to many of the events each season, the Cornishman overcame the geographical difficulties to take the RAC Sporting Trials Championship in 1980, '82, '84, '86, '88 and '89. In addition, Roger took the BTRDA Gold Star "sudden death" Championship in 1981, '86 and '87. If you are curious about the odd years, Roger explains that after winning each title he tended to have an easy year, however he always felt an obligation to return eventually and defend his crown.

In 1986 an Escort was acquired with the intention of taking in a few PCT's during the summer months. Naturally the MCC Classics also reappeared on Roger's itinerary since there were no clashes with Sporting Trials. The PCT's sadly proved to be a let down for Roger. Sections were emasculated and a level of protests and poor sportsmanship now prevailed; these were not the Production Trials of Roger's fondly recalled successes of a decade earlier.

*Classic Trialling was something entirely better than he had experienced in the late sixties*

Classic Trialling however was something entirely better than he had experienced in the late sixties. Now, fully recovered from the doldrum years, the MCC events offered the great adventure and coupled with the ACTC Championship there were now many excellent and challenging trials to attempt.

The blue Escort now began to appear regularly on Classic Trials and by the end of 1992 Roger decided to have a serious go at the sport.





With his wife Julia as number one passenger and fifteen year old Thomas in the back, the young man no longer standing on the sidelines spectating but actually part of the family team, the Bricknell Escort began its pursuit of the 1993 Crackington Cup.

Roger began his season looking for placings on Classic Trials, not intending to sacrifice his Sporting Trials activities initially.

The first Classic of the year soon changed all that when Roger's clean win on the North Devon Exmoor Trial fired his enthusiasm. The Torbay Trial followed and once again Roger took the class closely followed by Paul Bartleman's similar Escort. Roger missed the Chase Clouds but Paul took the class in Staffordshire and the pair rejoined battle on the Exe Valley. Paul triumphed again beating Roger on three hills that day.

As classic trialling eased towards its summer recess, Roger took the class again on the Kyrle Trial so the first half of the contest closed with Roger just leading from Ron Mackie's Midget with Paul a close third.

During the summer Roger decided to give the Escort more power. Already fitted with Bilstein gan-struts and a Fack differential, the car was strong and handled extremely well on the sections. Now it was endowed with a pair of twin choke Weber carbs bought through the want ads. in Motoring News.

Come September Roger, Julia, Thomas and the Escort were back on the hills for the Taw and Torridge Trial. Sadly the exhaust was ripped off on Cronleigh and




*The Bricknell Family on a Sunday outing*

that incident, combined with other problems, dropped Roger to second. Ron Mackie took the class but Paul Bartleman had an even worse day than Roger.

The Exmoor Clouds resulted in another disappointment when the Bricknell Escort was beaten on the last hill then dropped down the placings on special test times. The following week's Tamar was Roger's lowest point of the season. His lack of knowledge of the hills led him from disaster to disaster; the class was taken by Ian Moss in his RS 2000, Paul held on to second and Ron Mackie increased the pressure by winning his class.

There was only a slight improvement on the Hardy Classic and the Escort crew returned home to Cornwall with only seven more points, disturbed by Grahame Marshall's roll-over incident and frustrated by having missed a gate and driving out of a badly marked section. Again Ian Moss took the class with Paul Bartleman second. Ron Mackie stayed at home and effectively ended his challenge that day. Roger and Paul both missed the Allen but locked horns again on the championship closing Camel Classic. Once again Ian Moss took the class with Paul third and Roger fourth.

Smoke now poured from the Dawe computer and eventually the year's scores were revealed the closest ever finish to the Crackington Cup with Roger taking the big pot home to Cornwall by just 0.4 of a mark from Paul. Ron Mackie had stayed away from the Camel but still held his third place comfortably ahead of Jason Collins.

To add to Roger's joy, Julia had taken the Navigator's League from John Collins and the Escort had achieved a gold and two silvers on the MCC events.

Having enjoyed the Crackington chase so much, particularly the keen, but always good humoured and sporting rivalry between himself and Paul Bartleman, Roger will return to defend his title this year. For 1994 Thomas will promoted to first passenger in an attempt for him to follow Julia's success.

Roger sees little wrong with our sport although he doesn't like the use by Clerks of Course of badly marked section deviations which catch out competitors unfairly and would like to see some guidelines on section marking. He thinks that Alan Foster's experiment was a useful exercise in laying down ideas but is particularly concerned that the imposition of tyre pressure limits may encourage more rear engined specials in Class 8. he feels that true trials cars should follow the classic front engined, rear wheel drive layout.

The attraction of competing in an open car remains strong for Roger and he is toying with the idea of a Vincent MPH in Class 7. This good looking kit car in Roger's hands could well upset the Marlins!

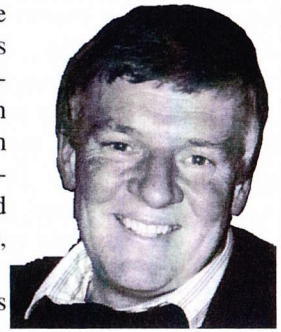
Although still competing in Sporting Trials in the Facsimile, Roger obviously intends to stay in our sport for many more seasons so we can be certain that the 1993 Crackington Cup is the first title of many more to come for the Cornishman who must rate as one of the most successful trials drivers of all time.



## 1993 Wheelspin Trophy Winner

# Tim Pearce

*A Profile by David Alderson*



The 1993 Wheelspin League table ended with the previous year's top three drivers continuing their dominance, although this time the "Yearling" team mates swapped positions, giving the forty six year old Bristolian builder, Tim Pearce, the coveted crown.

Tim's ability in the Troll is rooted far back in his childhood when as an enthusiastic eight year old he used to delight in driving dumper trucks deep into the mud on his father's building sites!

In spite of this predilection for unofficial trialling, at sixteen Tim acquired his first and most unsuitable car, a Bond three wheeler!

Having mastered the art of three wheel motoring, at seventeen Tim moved on to his first proper car. What better for the aspiring trials champion than an elderly Dellow?

Armed with the Dellow Tim joined the Bristol MC & LCC and during the mid 1960's embarked on a campaign of PCT's and autotesting. During this period the young Pearce, with his cousin Derek, attended Bristol Technical College and the two Pearce boys had a favourite Tuesday afternoon skive. They would take the Dellow out towards the Gloucestershire trials hills and storm Nailsworth Ladder, Ham Hill etc with great gusto!

By the late 1960's the then popular sport of Autocrossing had attracted Tim and he had constructed a special saloon for the purpose. Taking a 1933 Ford Y Type saloon, Tim grafted in a Triumph TR engine and gearbox and endowed the chassis with independent front suspension and uprated brakes. For two or three seasons the "hot rod" Ford enjoyed considerable success on the grass, often humbling twin cam Anglias, Escorts and the like. Tim even beat Derek Woodman's Escort, reckoned at the time to be one of the "Aces".

Sadly, in the early seventies, there was a movement amongst those controlling motor sport, in many of its disciplines, to promote the so called "showroom cars" and along with many hundreds of club rally cars the hybrid autocrossers were overnight made ineligible to compete.

Just like many other clubmen at the time Time found that if he wanted to stay in Autocross, he would have to abandon his self built and inexpensive "hot rod". A fully blueprinted new Escort Mexico became de-rigeur, so Tim turned his back on the sport along with the vast majority of his fellow competitors and the sport of Autocross reverted from the Players No. 6 limelight it had enjoyed to an obscure backwater of motorsport.

In 1969 Tim had acquired an AC Ace Bristol for the road, a car which he still owns to this day. This was joined shortly afterwards by a Morgan Plus 8 on the basis of Tim's "no substitute for cubic inches" logic.

Seizing the opportunity of a return to

trialling, Tim joined the MCC and during 1972-73 he drove the Plus 8 on the MCC's Classics. Honoured to be invited as an official Morgan Team member, Tim set off in company with Goodall and Maurice Owen from the start of the 1973 Edinburgh Trial. The convoy of three purposeful red Plus 8's made a stirring sight as they headed out towards the first section. The Derbyshire Constabularly proved not to be Morgan fans however when they nabbed the trio for speeding in a radar trap, putting paid to any idea of MCC medals that year!

Tim decided that he would appear in person to defend the charge. Tim's smooth talking logic soon had the arresting officer tied in knots when he was asked to explain how he could single out the Pearce Morgan from its two identical sisters in the high speed convoy. On a confused technicality the Derby magistrate reluctantly threw the case out of court, much to Mr Pearce's relief!

Tim's trialling activities more or less petered out by the mid '70's and his time was taken up by his young family, restoring houses and a new found interest in sailing. During this time the AC was also subjected to a slow but fastidious rebuild, taking fully ten years and culminating in an enjoyable run in the Norwich Union Classic.

Cousin Derek Pearce was the instigator of Tim's return to the classic trialling fold. Derek brought out his sympathetically restored TA Cream Cracker during the late '80's and kept urging Tim to come along and join in the fun. In 1988 Tim took the plunge and bought the ex Brian Cope hybrid Dellow. The well trialled car was found to be in a somewhat tired state but Tim set about preparing it to his liking and was soon showing excellent form amongst the swelling ranks of Class 8 competitors. After two years with the Dellow Tim decided that he was ready for something more competitive and along with Derek made the short journey to Minehead and ordered a brace of Peter James' Trolls.

Tim's smart dark blue and silver car was finally delivered in mid 1990. It certainly looked the part but sadly in its first season the Troll was plagued with endless teething problems. Somewhat disillusioned but nonetheless still determined to succeed, Tim virtually stripped and rebuilt the car during the summer recess changing from the wire knock-off wheels to steel disc wheels and dumping the two twin-choke Weber carbs in favour of twin 1.5" SUs along the way.




*Tim chatting with young Strutt and young Penhale on the 1993 Land's End Trial while son Robin keeps the passenger seat warm*

***Anne Templeton***

The 1992 season proved far more successful than the





previous year, Tim finding the superior grip afforded by the now outlawed Yearling tyres was his turning point. His confidence and ability with the Troll moved forward measurably, he was on his way to the Wheelspin Trophy!

Before moving on from the subject of Yearling tyres, an incident involving Tim, the MCC and said tyres, just goes to underline that Tim is truly a "gentleman" of our sport. Many of the Class 8 cars were disqualified from the results of the 1992 Exeter due to their use of Yearling tyres. Tim was overlooked and awarded a gold! However, very correctly, he notified the MCC of their oversight and was of course disqualified. Had Tim remained silent, 1992 would have brought him an MCC Triple.

*He feels that a far more important issue is the safeguarding of our right of access to the classic sections; that is where our energies should be directed.*

By the end of 1992 Tim was runner up in the Wheelspin League to Grahame Marshall with Phil Winnel in third spot. These three had developed a tremendous rapport, Winnel being a leading exponent of the wind-up with Marshall gleefully aiding and abetting. Tim found himself cast in the role of straight man to the two in the provocatively named "Yearling" trials team.

Having come close to success in 1992, Tim decided to press on for the Wheelspin Trophy in 1993. A gold on the Exeter was encouraging followed by a third on the Exmoor Trial. Tim missed out on the Torbay then was placed second to Phil on the Chase Clouds. Another gold on the Lands End followed by a sixth on the Kyrle left Tim trailing Phil as the summer recess began. Fourth on the Taw and Torridge behind Phil's win was followed by a silver on the Edinburgh just to spoil the possible Triple.

Mike Workman took the Exmoor Clouds but the following week Tim came second to George Davey's Troll on the Tamar. Things were close at the top, Grahame Marshall having taken a win on the Kyrle was still in contention despite his limited programme and Mike Workman had become a serious threat with his robust handling of the Golden Valley Special. Tim came good on the Hardy, taking a clear win from Nigel Moss whilst Phil slipped to fourth and Grahame suffered his roll-over accident.

On the Allen Phil turned the tables and was followed in by Grahame, Mike and Tim down in fourth. Only the Camel remained to decide the Wheelspin Championship. The day started out with enormous promise of a nailbiting finish to the year but sadly, on Helligan Quarry, Phil Winnel caught his front wheel on a tree, effectively wiping out the front suspension on one side of his Troll. It was all over. Tim came home second to score a further 9 points and secure the 1993 Wheelspin Trophy. It had been a tremendous year with a knife edged battle for supremacy fought against a background of hilarity and some of the most outrageous wind-ups ever perpetrated on a driver destined to overcome all and claim the crown.

Throughout the year, Tim was ably assisted by a number of passengers although Alan Load and Tim's son Robin spent most time in the bouncer's seat. For

the current year Tim now intends some time marshalling and hopes for a MCC triple in the Dellow which he has retained.

The Camel remains Tim's favourite trial and he claims that Helligan Quarry is his favourite section! Tim has thoroughly enjoyed his return to our sport although he is disappointed by the continuing criticism of Class 8 by people who can offer no viable alternatives as a true open air trials class.

He feels that a far more important issue is the safeguarding of our right of access to the classic sections; that is where our energies should be directed. Tim loves the comradeship and general friendliness of our sport; he holds a vision of an open sports car on a trials hill as the epitome of Classic Trialling. Long may Classic Trialling be blessed by the presence of sportsmen of Tim Pearce's ilk, a worthy 1993 Wheelspin Champion.

**Terry Coventry**

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# Nobody's Twisting Your arm!

*By Phaeton*

Oh dear, oh dear, oh dear... what is all the fuss about?

Trialling is one of the least "rule ridden" branches of motor sport. We get to drive on some of the most picturesque and little used roads in the country. We get our cars covered in mud, cow muck and all sorts of other things. Who forces us to do this?

You have to ask yourself..."did you score three or two on the last section" ...."what has everybody else scored" ... "do you feel lucky!".....

You also have to ask yourself ...."do you want to be A CONTENDER" ....."do you want to be THE CHAMPION"...

All these questions will govern what you do with your car on any trial.

Personally I go trialling to compete against the hills in true MCC fashion. If there is some good natured rivalry between other competitors in the same class, or any other class, then this is a bonus. From my own point of view I have found the following to be true - MCC events are 90% easy, 10% tricky. One day trials are 55% easy, 35% rough and 10% tricky. I would also take a different view to that expressed on the Allen and Hardy classics - Allen wet and rough, Hardy dry and easy! We all have our own opinions!

I prepare my car to the standard that my pocket will support. I decided on a Class that I wanted to compete in because I could identify with that type of car. Would I like to compete in a Troll or any Class 8 car, come to that? From my point of view no. I couldn't give a "monkies" what Class 8 (no offence intended, honest) get up to; maybe this is a little insular, but I am more concerned with my own car and what it will do. I do not have the time or the inclination to stick my nose into a class that I do not take part in!

Now I know some of you out there will say ..."but we have to negotiate the same sections, and it damages our cars (and other whinges)"... BUT DO YOU? Most of what has been written

recently has been by contributors who have been trialling for many years and should, unless you drive with your eyes shut (which might account for the damage to your car!) know what to expect on ALL the sections used by various organising clubs.

We all have THE CHOICE. You can compete, no, let's say "take part" in Classic Trials just for the FUN of it (can you remember what that is, or are you more content making rules and regulations), and be happy to have tried you best within the limits of:

a) the amount of damage you are willing to inflict on your vehicle, or

b) (and these two are probably connected for most of us), the amount of money you are willing to donate to your chosen sport.

The alternative is the Mansell approach - thrash the hell out of the machinery WINNING IS ALL, in Nigel's case someone else will foot the bill for the "write-off" that..."wasn't my fault...no really... I was pushed!" Spoken like a true professional.

So lets cut the XXX. We don't want to spend FOUR HOURS scrutineering do we? We want to get at those hills, don't we! If you are new to the sport some of the sections will be a BIG surprise, but there's always the MIDDLE PEDAL. (sorry, this may be news to those in the car who hold the steering wheel!). If approached in the right way the other triallers will tell you if the next section is going to "rip your wheels off!"

If you want to be a contender, shut up, pay up and get on with it. If not, like the television, there is always the OFF knob - so use it. NOBODY IS TWISTING YOUR ARM.



# 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)

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**FOR SALE**

Ford 10 E93A crownwheel & pinion. Brand new EN36 case hardened to 1mm £230
Julian Dommett 0297 24611 evenings
0279 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

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**FOR SALE**

1934 Riley 9. The Burridge'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 Burridge 0761 241223

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**MORE WHEELSPIN**

"More Wheelspin", C.A.N. May's famous trialling book of the immediate post-war years, has been reprinted and is available from "Greenwell Publishing", Broom House, Ashcombe, Dawlish, Devon EX7 0QB.
£10.50 each inclusive of P & P.

---

**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**

Mk1 GP Buggy, reg 1970; fully prepared for trials, far too many mods to list, fitted Type 4 1800 with twin 40s. Absolutely any offer discussed, so please call for full specification and financial possibilities - Richard Dawe, 081-307 3963 anytime.

---

**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

---

**WANTED**

Rent-a-drive of Class 7 or 8 front engined trials car wanted for occasional ACTC events. Dellow, Marlin or Troll preferred.
Paul Rendle 081 444 2339 (after 8.30 pm)

**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

In future, all ads on this page are *Free* to a maximum of 6 lines
Please contact Nigel Martin-Smith, 57 Marlborough Crescent, Sevenoaks, Kent. TN13 2HL. Also, please remember to cancel if you sell. We will repeat ads unless instructed not to do so


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# MOUTHS ON WHEELS

## Correspondence

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

**From Barry Clarke.**

I promised to commit my thoughts on Class 2 to paper for the delectation of you and your readers. I'm not sure that I am really the right person to do so as in general I only do the three M.C.C. trials so I don't really know much about what goes on in the one day trials. But I have been using Austin 7s in M.C.C. trials since the early 60's so I suppose I must be one of the longest standing Class 2 supporters (only it wasn't class 2 in those days).

Class 2 cars can be quite good at climbing trials hills. Owing to the often exiguous nature of their brakes they are not so good at re-starts. This defect could be remedied by fitting hydraulics but ir seems a pity to so change the character of the car. It seems reasonable therefore to exclude us from the more fearsome re-starts but I cannot believe that we need easier start lines, still less that we should be excused trying some of the hills. I deeply regretted not being allowed to have a go at the more exciting parts of Normans Hump and Clinton at the Exeter this year.

The fact is it is becoming too easy for class 2. Again in the Exeter this year 35% of the starters in class 2 got gold medals. The next best class got 19%. What is worse we c.an no longer run in other classes as there are in most cases no permitted tyres in the cross ply sizes that we use.

There have been objections to the roughness of some of the hills. There is only a case for excluding rough hills if they are not difficult, I can think of some like that on the Edinburgh. But if a rough hill is also a challenge to car and driver for goodness sake let's keep it. That is what it is all about.

I would suggest that in future Class 2 cars should not be mollycoddled so much. As far as the MCC trials are concerned they could well be upgraded from blue to white category. Then a gold would be worth winning again. Alternatively permit cross ply tyres as for class 2 in any other class then those of us who want can go and play in other classes.

**From Ian Blackburn:**

I was the competitor who first encountered the objecting farmer on the 1993 Edinburgh. Let me set the record straight. He did not simply block the way with his tractor. He drove his vehicle at mine in the lane forcing me to reverse out at speed. He subsequently dismounted brandishing a stout walking stick. I was not able to speak to him at any length. I advocated a complaint to the police for driving & obstruction offences. What we competitors need in these circumstances is a bit of amunition. Can we please have issued by the organising club some form of certificate to the effect that we are taking part in a properly organised event Something on these lines perhaps. ➨

**The M.C.C.**

*Britain's Oldest Sporting Motor Club for Motorcycles and Cars*

THE MOTOR CYCLING CLUB LTD
Founded 1901

**EDINBURGH TRIAL**
AND TOURING ASSEMBLY
2ND OCTOBER 1993

Competitor No. 180, Mr Ian Blackburn, is taking part in the above named motor event. The event and its route has been approved and authorised by:

RAC MSA (Permit Nos. etc)
Auto Cycle Union
Derbyshire Constabulary
The National Trust
etc etc.

**From Chris Coote.**

Class 7 and MOT certification

I thought that the following may be of interest to all those running in my class and seeking that annual government approval of the MOT test. As usual I presented my old Jago for its test, and witnessed a trouble free pass, despite exhaust emission measurements and careful inspection of seat covers for small tears, and other such safety related items. Imagine my chagrin therefore, to be told that although the car had passed all inspections with flying colours, I was not to be given a certificate in return for my fee! It seems that being a kit car, and not listed for overall weight in the MOT standard lists, the calculation of braking effort was invalid. Suggestions of using figures from the heavier donor car (Ford Escort) fell on deaf ears. It seems that the exact weight is required. A quick search of the telephone directory indicated a council weighbridge some 12 miles distant, and a rapid trip and £3.30 later I was in possession of a certified weight certificate for 880Kg. Interestingly this 17 ton weighbridge, some 30 feet long, was sufficiently sensitive and accurate to enable me to determine axle weights by parking at each end of the bridge, with one set of wheels on terra firma, and one set on the bridge. The results showed 400Kg on the front and 480Kg on the rear, exactly agreeing with the certified total weight. This was with the car in full trials trim except for the omission of the usual tool bag and jack in the rear seat area.

I digress; armed with said certificate, securely stapled to my registration document, off I went to gain my other bit of paper. On arrival at the testing station, all was well and the certificate obtained. The delay had allowed the tester to further peruse the rules as laid down in the MOT tester's manual. According to him, since my car was a home assembled item, the emission regulations for its registration date do not apply. The appropriate limits are those for cars registered prior to 1975. This means that exhaust gas analysis is not reauired. merely an observation that excess smoke is not emitted. I wonder if there are any other relaxations for home assembled cars, it may be worth finding out! Final point of note, no certificate can be issued unless you have positive evidence of chassis or Vin number. If it is not marked on the car, or on the registration document, you may find yourself in the same limbo as a luckless TVR owner at my testing station. The car has languished there for the last 2 months pending proof of identity. The moral for us Class 7 enthusiasts is to take your weight certificate and registration document along with you to the MOT. Perhaps some enterprising drivers will build in a document compartment to their cars, at this rate we can dump the ballast and replace it with "vital" paper.

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**From Colin Biles**

It was an honour and delight to receive The Moore Trophy for participation in Class 2 for 1993.
Particularly so as this was the first year we had entered trials in earnest in "J2".
Please thank everyone concerned at ACTC including the Member Clubs who put on such a wide and varied programme for us throughout the year. There is much give and take in our sport and the organising and marshalling of events is much appreciated.
Again many thanks for the Trophy which I shall hold for this year with great pleasure and delight.



# Inter Club Team Trial Competition

On October 30th 1994 Camel Vale Motor Club propose to run an Inter Club team trial competition with all ACTC clubs eligible to enter a team.

Each team will be made up of four members with the best three scores in each team counting; the scoring will be on class positions, so a team with competitors in four different classes would be the ideal team to send.

More information will be sent to each ACTC Club Competition Secretary nearer the date, along with sets of regs for the trial. So if your Club would like to enter the competition it gives you plenty of time to find your best team.

Anyone wanting further information should contact:

**Jon Robilliard**
**Tregleath Avallon**
**Washaway**
**Nr. Bodmin**
**Cornwall**

# The Shock Horror Page

## Class war continues shock!

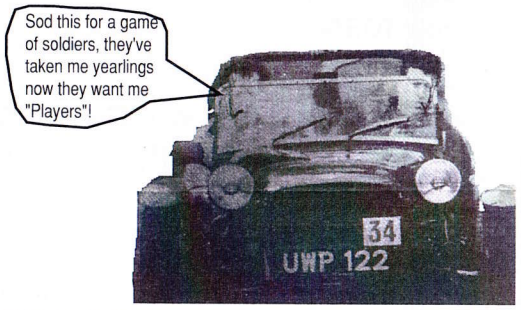
*By our Midlands correspondent B.B. (Yeah, OK its Brian Bradshaw but he wishes to remain anonymous)'*

In a further attempt to stop Class 8 cars, a no-smoking ban is introduced. This could eliminate at least 50% of the class at a stroke! (see note 22. on the Chase Clouds regs opposite)

I have spoken to the manufacturers of Nicotinell who will produce a prototype one piece driving suit to be worn under the thermals for 24 hour protection.

### THE CHASE CLOUDS TRIAL

Sunday 20th March 1994




Phil Winnel, 1993 Chase Clouds Winner MVG Photographic

Regulations & Entry Form

22. Since most observed sections occur on forest land a NO SMOKING ban for competitors & officials exists throughout the trial except at the start, lunch halt and the finish.

**Epitaph**
**for the unknown trialler**
(Class 8 smoking variety)
Loosely based on a character (fictional) called P. Winnel.

I've tried very hard at me trialling
I've done everything that I should.
But its come to a sad sorry ending
If I can't have a drag in the wood

I've cast out me wonderful yearlings
I've cleaned up me act pretty good
But I'm damned if I'll carry on trialling
If I can't have me drag in the wood

I'll cut out the swearing & cursing
I'd lower the revs if I could
I'll even stop all me tyres smoking
But I must have me drag in the wood

When they lay me to rest forever
And they all wail and cry as they should
Please pass on my last dying wishes
Don't bury me in the damned wood.



## ➢➢➢➢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

# In the July issue of *Re-Start* .....

Reports on these trials :
The Chase Clouds
The Lands end
The Exe Valley
The Kyrle
The Kimber

✸

A history of MG Works Trials Teams

✸

Half year championship league tables

✸

Report on the ACTC general Meeting

✸

Report on the RAC MSA Trials Committee


## BEETLE SPECIALIST WORKSHOP

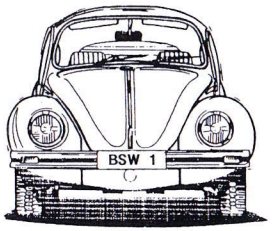
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**Ballards Place, Eardiston, Tenbury Wells,**
**Worcester, WR 15 8JR Tel/Fax:058 470 348**




## Wheelspin League 1994

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mike Workman | 3 | 9 | 5 | | | | | | | | | | | | | | 17 |
| Roger Bricknell | 5 | 7 | 3 | | | | | | | | | | | | | | 15 |
| Brian Cope | | | 10 | | | | | | | | | | | | | | 10 |
| Roger Ugalde | | 4 | 6 | | | | | | | | | | | | | | 10 |
| David Heale | 3 | 5 | | | | | | | | | | | | | | | 8 |
| AnneTempleton | 5 | | 2 | | | | | | | | | | | | | | 7 |
| DennisGreenslade | 5 | 1 | | | | | | | | | | | | | | | 6 |
| Tony Young | | 6 | | | | | | | | | | | | | | | 6 |
| PaulBartleman | 5 | | | | | | | | | | | | | | | | 5 |
| Gerald Burridge | 5 | | | | | | | | | | | | | | | | 5 |
| Jason Collins | 5 | | | | | | | | | | | | | | | | 5 |
| Alan Grassam | 5 | | | | | | | | | | | | | | | | 5 |
| Peter Hart | 5 | | | | | | | | | | | | | | | | 5 |
| Tim Lakin | 5 | | | | | | | | | | | | | | | | 5 |
| Reg Taylor | 5 | | | | | | | | | | | | | | | | 5 |
| Peter Treliving | 5 | | | | | | | | | | | | | | | | 5 |
| Greg Warren | 5 | | | | | | | | | | | | | | | | 5 |
| Simon Woodall | 5 | | | | | | | | | | | | | | | | 5 |
| MikeYoung | 5 | | | | | | | | | | | | | | | | 5 |
| David Alderson | 3 | | | | | | | | | | | | | | | | 3 |
| Brian Bull | 3 | | | | | | | | | | | | | | | | 3 |
| Derek Chatto | 3 | | | | | | | | | | | | | | | | 3 |
| Robert Cull | 3 | | | | | | | | | | | | | | | | 3 |
| George Davey | | 3 | | | | | | | | | | | | | | | 3 |
| Paul Eamer | 3 | | | | | | | | | | | | | | | | 3 |
| Steve Haddow | 3 | | | | | | | | | | | | | | | | 3 |
| Perce Harden | 3 | | | | | | | | | | | | | | | | 3 |
| Mark Kessell | 3 | | | | | | | | | | | | | | | | 3 |
| Terry Mattin | 3 | | | | | | | | | | | | | | | | 3 |
| Ian Moss | 3 | | | | | | | | | | | | | | | | 3 |
| Brian Partridge3 | | | | | | | | | | | | | | | | | 3 |
| Robin Preedy | 3 | | | | | | | | | | | | | | | | 3 |
| Alastair Queen | 3 | | | | | | | | | | | | | | | | 3 |
| Nick Ryle | 3 | | | | | | | | | | | | | | | | 3 |
| Peter Seaton-Jones | 3 | | | | | | | | | | | | | | | | 3 |
| Mark Smith | 3 | | | | | | | | | | | | | | | | 3 |
| Steve Strutt | 3 | | | | | | | | | | | | | | | | 3 |
| Mark Tooth | 3 | | | | | | | | | | | | | | | | 3 |
| Jonathan Toulmin | 3 | | | | | | | | | | | | | | | | 3 |
| John Turner | 3 | | | | | | | | | | | | | | | | 3 |
| Keith Vipond | 3 | | | | | | | | | | | | | | | | 3 |
| Davi White | 3 | | | | | | | | | | | | | | | | 3 |
| Ian Williamson | 3 | | | | | | | | | | | | | | | | 3 |
| Julian Dommett | 1 | | 1 | | | | | | | | | | | | | | 2 |
| Dudley Sterry | | 2 | | | | | | | | | | | | | | | 2 |
| Stephen Bailey | 1 | | | | | | | | | | | | | | | | 1 |
| Tony Branson | 1 | | | | | | | | | | | | | | | | 1 |
| Michael Chatwin | 1 | | | | | | | | | | | | | | | | 1 |
| Keith Hodges | 1 | | | | | | | | | | | | | | | | 1 |
| David Leigh | 1 | | | | | | | | | | | | | | | | 1 |
| Geoffrey Margetts | 1 | | | | | | | | | | | | | | | | 1 |

# Crackington League 1994

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Exmoor Clouds | Tamar | Hardy | Allen | Camel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Roger Bricknell | 5 | 11.0 | 10.5 | | | | | | | | | | | | 26.5 |
| Dennis Greenslade | 5 | 10.0 | 11.0 | | | | | | | | | | | | 26.0 |
| Jason Collins | 5 | 9.8 | 10.0 | | | | | | | | | | | | 24.8 |
| Paul Bartleman | 5 | 10.0 | 8.5 | | | | | | | | | | | | 23.5 |
| Mike Workman | 3 | 9.8 | 10.0 | | | | | | | | | | | | 22.8 |
| Julian Dommett | 1 | 8.8 | 11.0 | | | | | | | | | | | | 20.8 |
| Mark Hobbs | | 10.2 | 10.4 | | | | | | | | | | | | 20.6 |
| Roger Ugalde | | 10.3 | 10.3 | | | | | | | | | | | | 20.6 |
| Graham Brasier | | 6.8 | 9.0 | | | | | | | | | | | | 15.8 |
| Tim Lakin | 5 | 10.8 | | | | | | | | | | | | | 15.8 |
| Peter Treliving | 5 | 10.3 | | | | | | | | | | | | | 15.3 |
| Tony Young | | 7.8 | 7.0 | | | | | | | | | | | | 14.8 |
| David Heale | 3 | 11.0 | | | | | | | | | | | | | 14.0 |
| Anne Templeton | 5 | | 9.0 | | | | | | | | | | | | 14.0 |
| Greg Warren | 5 | 9.0 | | | | | | | | | | | | | 14.0 |
| Paul Eamer | 3 | | 10.3 | | | | | | | | | | | | 13.3 |
| Robert Cull | 3 | | 9.3 | | | | | | | | | | | | 12.3 |
| Derek Chatto | 3 | | 8.3 | | | | | | | | | | | | 11.3 |
| John Turner | 3 | 8.3 | | | | | | | | | | | | | 11.3 |
| Brian Cope | | | 11.0 | | | | | | | | | | | | 11.0 |
| Mike Young | 5 | | 6.0 | | | | | | | | | | | | 11.0 |
| David Miller | 1 | | 9.5 | | | | | | | | | | | | 10.5 |
| Mike Wordsworth | | 10.5 | | | | | | | | | | | | | 10.5 |
| Peter Seaton-Jones | 3 | 6.5 | | | | | | | | | | | | | 9.5 |
| Richmond Coffin | | 9.2 | | | | | | | | | | | | | 9.2 |
| Neil Bray | | | 9.0 | | | | | | | | | | | | 9.0 |
| Terry Durrant | | 9.0 | | | | | | | | | | | | | 9.0 |
| Ron Mackie | | 8.5 | | | | | | | | | | | | | 8.5 |
| Michael Leete | | | 8.3 | | | | | | | | | | | | 8.3 |
| Chris Aldrich | | 7.5 | | | | | | | | | | | | | 7.5 |
| Michael Braddock | | | 7.5 | | | | | | | | | | | | 7.5 |
| Tony Branson | 1 | | 6.5 | | | | | | | | | | | | 7.5 |
| Brian Partridge | 3 | | 4.0 | | | | | | | | | | | | 7.0 |
| Peter Robinson | | | 7.0 | | | | | | | | | | | | 7.0 |
| David Turner | | | 7.0 | | | | | | | | | | | | 7.0 |
| Alan Walker | | 7.0 | | | | | | | | | | | | | 7.0 |
| George Davey | | 6.8 | | | | | | | | | | | | | 6.8 |
| Ian Williamson | 3 | 3.8 | | | | | | | | | | | | | 6.8 |
| Brian Alexander | | 2.0 | 4.0 | | | | | | | | | | | | 6.0 |
| Duncan Welch | | | 6.0 | | | | | | | | | | | | 6.0 |
| Dudley Sterry | | 5.8 | | | | | | | | | | | | | 5.8 |
| David Alderson | 3 | | 2.0 | | | | | | | | | | | | 5.0 |
| 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 |
| Adrian Linnecor | | | 5.0 | | | | | | | | | | | | 5.0 |
| Reg Taylor | 5 | | | | | | | | | | | | | | 5.0 |
| Simon Woodall | 5 | | | | | | | | | | | | | | 5.0 |
| John Ireson | | 3.8 | | | | | | | | | | | | | 3.8 |



# Crackington League 1994 (cont.)

| | Exeter | Clee Hill | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Exmoor Clouds | Tamar | Hardy | Allen | Camel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ian Blackburn | | | 3.0 | | | | | | | | | | | | 3.0 | |
| Brian Bull | 3 | | | | | | | | | | | | | | 3.0 | |
| SteveHaddow | 3 | | | | | | | | | | | | | | 3.0 | |
| Perce Harden | 3 | | | | | | | | | | | | | | 3.0 | |
| Mark Kessell | 3 | | | | | | | | | | | | | | 3.0 | |
| Terry Mattin | 3 | | | | | | | | | | | | | | 3.0 | |
| Ian Moss | 3 | | | | | | | | | | | | | | 3.0 | |
| Robin Preedy | 3 | | | | | | | | | | | | | | 3.0 | |
| Alastair Queen | 3 | | | | | | | | | | | | | | 3.0 | |
| Tony Rothin | | | 3.0 | | | | | | | | | | | | 3.0 | |
| Nick Ryle | 3 | | | | | | | | | | | | | | 3.0 | |
| Mark Smith | 3 | | | | | | | | | | | | | | 3.0 | |
| Angus Stewart | | 3.0 | | | | | | | | | | | | | 3.0 | |
| Steve Strutt | 3 | | | | | | | | | | | | | | 3.0 | |
| Mark Tooth | 3 | | | | | | | | | | | | | | 3.0 | |
| Jonathan Toulmin | 3 | | | | | | | | | | | | | | 3.0 | |
| Keith Vipond | 3 | | | | | | | | | | | | | | 3.0 | |
| David White | 3 | | | | | | | | | | | | | | 3.0 | |
| Harvey Harrison | | | 2.0 | | | | | | | | | | | | 2.0 | |
| Simon Robson | | | 2.0 | | | | | | | | | | | 2.0 | | |
| Stephen Bailey | 1 | | | | | | | | | | | | | | 1.0 | |
| Michael Chatwin | 1 | | | | | | | | | | | | | | 1.0 | |
| Keith Hodges | 1 | | | | | | | | | | | | | | 1.0 | |
| David Leigh | 1 | | | | | | | | | | | | | | 1.0 | |
| Geoffrey Margetts | 1 | | | | | | | | | | | | | | 1.0 | |

# Navigator's League 1994

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thomas Bricknell | 5 | 11.0 | 10.5 | | | | | | | | | | | | 26.5 | |
| Tricia Greenslade | 5 | 10.0 | 11.0 | | | | | | | | | | | | 26.0 | |
| John Collins | 5 | 9.8 | 10.0 | | | | | | | | | | | | 24.8 | |
| Karen Linforth | 5 | 10.0 | 8.5 | | | | | | | | | | | | 23.5 | |
| Mark Linforth | 3 | 9.8 | 10.0 | | | | | | | | | | | | 22.8 | |
| Antonia Ashby | 1 | 8.8 | 11.0 | | | | | | | | | | | | 20.8 | |
| Amanda Ferin | | 10.2 | 10.4 | | | | | | | | | | | | 20.6 | |
| Ann Ugalde | | 10.3 | 10.3 | | | | | | | | | | | | 20.6 | |
| Judy Treliving | 5 | 10.3 | | | | | | | | | | | | | 15.3 | |
| Mike Furse | | 7.8 | 7.0 | | | | | | | | | | | | 14.8 | |
| Alison Eamer | 3 | | 10.3 | | | | | | | | | | | | 13.3 | |
| Gillian Chatto | 3 | | 8.3 | | | | | | | | | | | | 11.3 | |
| Kieron Patterson | | | 11.0 | | | | | | | | | | | | 11.0 | |
| Reg Hackett | | 10.5 | | | | | | | | | | | | | 10.5 | |
| David Leach | | 9.2 | | | | | | | | | | | | | 9.2 | |
| Virginia Durrant | | 9.0 | | | | | | | | | | | | | 9.0 | |
| Roger Brooking | | 8.5 | | | | | | | | | | | | | 8.5 | |
| Jennie Braddock | | | 7.5 | | | | | | | | | | | | 7.5 | |
| Emma Macfadyen | | 6.8 | | | | | | | | | | | | | 6.8 | |
| Eileen Alexander | | 2.0 | 4.0 | | | | | | | | | | | | 6.0 | |
| Tricia Burridge | 5 | | | | | | | | | | | | | | 5.0 | |
| Maggie Snell | | | 5.0 | | | | | | | | | | | | 5.0 | |
| Sue Haddow | 3 | | | | | | | | | | | | | | 3.0 | |
| Margaret Harden | 3 | | | | | | | | | | | | | | 3.0 | |
| Cathy Wilton | 3 | | | | | | | | | | | | | | 3.0 | |
| Janet Mattin | 3 | | | | | | | | | | | | | | 3.0 | |
| Leigh Airey | 3 | | | | | | | | | | | | | | 3.0 | |
| Sue Bannister | 3 | | | | | | | | | | | | | | 3.0 | |
| John Looker | 3 | | | | | | | | | | | | | | 3.0 | |
| Janet Bailey | 1 | | | | | | | | | | | | | | 1.0 | |
| Terry Hall | 1 | | | | | | | | | | | | | | 1.0 | |




**Old Forge Garage**

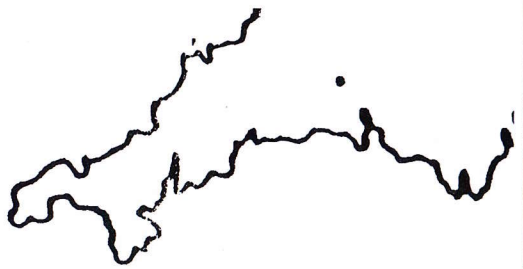
Proprietor: Ron Grimwood

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