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Re - Start

The
Association of Classic Trials Clubs
Magazine

The Quarterly Bulletin of the Classic Trials World

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Re - Start

Volume 6, Issue No. 1 April 1995

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The fellowship of motor sport in general and of Classic Trials in particular suffered a great loss with the death of Allin Penhale, on 4th March at the age of 68.

Although not in the best of health for some time his enthusiasm and commitment put the rest of us to shame. His involvement in our sport and his enthusiasm continued until a few days before his untimely death.

Allin was a member of North Cornwall Motor Club from the early fifties and in 1966 was a founder member of Holsworthy and District Motor Club.

In the 1950's he competed in many rallies in Triumph TR sports cars and in trials in a Ford special called 'The Bomb.' He gained a team award in the Lands End when a team of privateer

Morgans beat the factory team.

Allin's interest in motor sport was wide ranging and included: sporting trials in a Cannon, driving tests as a member of a BBC south West team and also driving a Jaguar at Prescott Hill

Climb.

His veterinary activities paid dividends to motor sport, his encyclopaedic knowledge of the highways and byways of North Devon resulted from his animal work (he was the sixth generation of Penhales to be a vet). He used his charm and relationship with the land owners who were his clients to secure the use of many sections.

Until 1984 when he left Holsworthy, Allin was President of Holsworthy Motor Club, when he left he was made Honourary Vice president and always showed a keen interest in our club despite living away.

ACTC and Classic Trials in general owe a great deal to him. Indeed the present status of our organisation and the success of the championships are part of his legacy. He was Chairman for a number of years (it was a privilege and honour to succeed him in the office) and then became an active and much respected president. It was mainly through Allin's perseverance and diplomacy that Classic Trials and RAC MSA have a co-operative relationship today despite some difficult times.

His work for MCC was tireless, the present Exeter Trial is a success mainly as a result of Allin's work. He took over the event at a time of crisis and built it into a deservedly popular and competitive event. His long-term efforts were recognised when he became President of our senior club.

With his sad death we, in motor sport, have lost a great friend and mentor whose influence is appreciated by all who knew him.

Roger Pole

The news of the death of the ACTC President, Allin Penhale, on March 3rd has greatly saddened the trials world. Allin was much loved and he will be greatly missed. His contribution to Classic Trialling was incalculable and we should all be grateful that he was there in the last few years using his expertise and diplomacy to see the sport through some difficult times.

In recent times Allin was much concerned with Rights of Way and the effect of new legislation on the sport. ACTC still does not have a ROW Officer. If anyone has the time to spare, please step forward. Peter Colman is willing to advise with any problems arising from threats to close sections or change the status but we must put together a database of all the sections which Clubs use so that swift action can be taken in the event of threatened closure. It is vital if our sport is going to survive into the next century that we do this quickly. New legislation is coming through all the time and the new Environment Bill gets its second reading in the House of Commons on April 18th. Your Club Delegates have been given up to date information about this and the implications to the use of National Parks for Motor Sport. Please write to your MP - now! Your Club may have sent you a draft letter, if not there is a copy in this magazine.

As you will see this publication is in dire need of photographs. Please could I have any good pics of cars on or off sections and competitors (behaving badly if you like!). Some of you are doing a great job sending in articles and pictures but we need more so please send. For the next issue The Chase Clouds, Torbay, Land's End, Silverton and Kyrle will be covered so please send any you've got. Please put your name on the back of the pictures and also the section/trial and who the competitors are etc. It will be a better mag the more that comes in.

Lastly the Dinner Dance - have you bought your tickets yet - if not why not!

See you on the hills!

ps. Thanks to Mike Braddock for his Christmas card - much appreciated!

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The MCC's Exeter Trial

In an Austin 7 Special - probably the most successful

Marque & Model in Class 2

Report by Anne Whellock

This year's Exeter was rough, but was it too rough? Well, all I can say is that this was the first time Tim has ever shouted at me to hang on. I suppose it shows he cares and that he is thinking of me as he bats up through the sections like a loony, foot to the floor, white knuckles on the steering wheel, grim determination on the face. Slippery Sam, the last section for us, was one of the roughest and it was on the top hairpin that Tim's nerve obviously began to fail as he screamed at me to hang on tight.

His nerve had also failed on Fingle as we nearly ground to a halt, misfiring, coughing and choking all over the place. The massed prayer of spectators and marshals did the trick and we crawled past the section end board then managed to pull off into a gateway. If we had a mobile phone on board I think he would have been on to the RAC there and then to organise a recovery vehicle. We'd had a mysterious drop in oil pressure on the way to Fingle and with the misfiring up the second half of Fingle he thought it was terminal.

As he was going through the routine - checking spark plugs, spark plug leads, etc. up came a Midget with steam pouring out all over the place. They were terminated. Tim took our distributor cap off and there rattling around unhinged was the condenser. Retrieved a spare from the magic ice cream box under the passenger seat, stuck it in place and off we went. But the mysterious drop in oil pressure was still with us. Oh well, 'trial till you have to dial (the RAC)' is our motto.

So the sections after Fingle were a bit nerve racking. Austin 7's need all the oil pressure they can get so it's just as well we can take a sharp exit left off Wooston Steep thus avoiding the really steep bit. We didn't make an attempt at Upper Dean because it was cancelled by the

time we got there. Upper Dean terminated Julian Dommatt in his Dellow.

We failed Simms, again. Simms got us last year. As you wait in the queue to go down to the start I imagined how the Christians must have felt as they waited their turn to be thrown to the lions in Roman times. The roar of the crowd as they cheered, applauded and encouraged car after car and the sight of car after car coming back down again did the nerve no good at all. At least Simms didn't terminate anyone that we saw.

Tipley caused a few problems for us pre-war and now some post war non-stop blue spots. The lack of oil pressure didn't stop us because Tipley came after Simms and Tim was blown if he was going to fail two in a row.

The sections before our drop in oil pressure represented quite a nice range of good solid sections. Norman's Hump our first section, nearly caught us out. In the dark after the night run, with poor little failing headlights with 35 watt bulbs, it was difficult to find the exit. In all the confusion and panic of doing the first section I shouted at the marshal (sorry). The first section is always the worst for us. Please forgive me.

We enjoy Waterloo. The trick seems to be to take a wide line as fast as possible into the first 90° right hander. For us with a lower start line this is possible and leaves you with enough speed to get up the zig zags to the finish. Stretes is just a fairly straightforward straight sprint through the trees and then it feels like we've got going good and proper.

Just as well there was a pressure washer at Exeter Services to deal with all the mud from Greenslinch Barton. A good, very long, wet, deep with mud section where you had to keep a good eye on the section continues boards to make sure the driver doesn't back off the accel-

erator because you don't want to have to get out and push in mud up to your waist. You think I'm joking. Met with the class 2 winner from last year's Edinburgh in the queue for the pressure washer - Jeremy Flann - and his navigator Richard Threlfall. There seems to be about 6' too much of Richard to fit into an Austin 7 Chummy. They were wondering whether to do anything about the oil in the water and the water in the oil. They made it to the finish and got a Silver failing only on Simms so Jeremy's Austin 7 must like watery oil and oily water.

Tillerton like Tipley was very rough and stopped some of the underslung Class 2 types who just don't have the ground clearance. It was Tillerton or was it the loony way Tim drives that caused the oil seal to rotate in the front casing spewing oil out causing a drop in oil pressure. Of course you don't know what the problem is at the time so nerves are on edge as you approach every section thereafter.

But Simms was the only one we failed so I suppose if you judge from our result then this year's Exeter can't have been that rough.

On the whole event we saw about as many dead cars as we had seen on our way up to Bedfordshire from Somerset on Christmas Eve white with hoar frost (in my Ford Fiesta in case you were wondering).

The results show a retirement rate of 3 out of 22 starters (nearly 14%) in Class 2 one of whom seems to have retired before he started. Class 3 seems to have suffered the heaviest retirement rate of just over 30%. And a retirement rate of 46 out of 277 starters (nearly 17%) overall. I don't know if this is acceptable, average or even right. All I know is that Tim screamed at me to hang on.

Now we can enjoy ourselves because we're not in for a Triple and who cares about an award anyway when you're having so much fun?



*"Put me down Frank!"
Frank and Brenda Burton on Simms*

Paul Eamer



Stuart Deacon returning to Trials with a successful climb on Simms

Paul Eamer



Julian Dommatt and Antonia Ashby attack Wooston Steep in the side-valve Dellow. Julian has really become the one to beat in Class 7. Unfortunately, in spite of this successful climb, his Exeter ended with a blown up engine.

Paul Eamer

The Bristol Motor Club's Allen Trial

A Daff's eye view from Tony Branson

Who is Allen?

A crowd of us in a variety of vehicles assembled on a grey but dry morning in November to find out. The mud in the field opposite the Crown Inn was a small foretaste of what was to come.

One day trials are usually noted for the short distance between sections and we tried to rectify this by missing the first turning to Dyrham. We regained the route and found our way to the bottom of Toghill. I remembered that this was a little rough from last year and the recent rains had done nothing to improve it. Both Brian Osborne and Ian Blackburn fell victims to the vicious ruts half way up. I decided that the only answer was to hit them - the ruts that is not Brian and Ian - at speed and hope to fly over them. We certainly hit them and almost stopped but managed to struggle through.

My excuse for Bitton Lane was that I didn't let enough puff out of the tyres. I don't know if there are 14 different excuses for all the competitors who failed there so I guess some of you may have to share.

Those of us who aspire to success in trials and occasionally have it thrust upon (or should it be up) us derive some pleasure from cleaning a section that a star has just failed but the sight of Roger Bricknell wrestling with wrecked steering at the foot of Big Uplands induced an emotion nearer to terror. I expect this is why Derek left the electric tyre pump on the back of the boot lid. I think he felt that if we dragged it up the hill by its lead it would act as a sea anchor and protect us from the fate of the Escort. Who can tell? It certainly didn't

improve the pump. We were spared the restart but John and Pat Toulmin were uncharacteristically caught out by it. Of course they were in front of us and unaware of the success of our tyre pump trick.

On Upper Ringspit we were more bullish with our tyre deflation and made quick work of the restart.

The surface at Guys Hill seemed to have a weird combination of adhesion but no grip. It just seemed impossible to get any speed up and the tree roots soon stopped us. I was a little disappointed with the 7 we scored but there were several who did worse.

The Sandy Lane special test was a bit taxing on the brain if not other parts. Chris Cates' Capri seemed to feel the need to commune with nature off to one side of the track and ended up with a reshaped wing. After seeing this we put in a performance noted more for comfort than speed. We did at least better the time of Philip Montgomery Smith's Morris Minor which is more than be said for our efforts at test number 2.

And so to the Picnic area. We saw the sign "Carols by the Lakeside" we looked but didn't see her. **Who is Carol?** Any relation to Allen?

The Elwell mere was deeper this year and the colour and consistency of Oxtail soup. The hill although rough collected but a few failures.

Last year Strode was easy and its notable feature was an abandoned DAF at the summit, this year the DAF had gone and the hill was a little more challenging. A few of the higher classes came to grief

The Allen Trial

at the restart. We stuck fast in the ruts after the section ends but managed to get going with a little pushing.

Travers hill started with slippery leaf mould and concluded with a rock step at the restart line. This caught out several competitors in the non-restarting classes and the restart claimed a few as well.

The infamous Burlidge was next. By now it was getting dark. Car after car returned after their attempt. We were a few vehicles behind the Dellow of Julian Dommett and Antonia Ashby. They set off and we heard the increasing note of the engine and then silence. They didn't return. I came to the only reasonable conclusion; that they had been suddenly snatched by aliens in a passing UFO for beastly experiments or crossbreeding. Pity really,

any relation to Allen? I was somewhat surprised to learn later that they had cleaned the section, in the exalted company of Gerald/Trish Burridge, Simon Woodall/ Dave Lancaster and Dudley/ Mary Sterry. Many are called but few are chosen - by the aliens that is

The problem with Burlidge is the ruts. The DAF has some advantage here as it has no diff carrier to stick into the clay. Even so we had to be content with a 4 and content we were.

Who is Nanny Hurn? I expect she used to dose young Allen and Carol with castor oil. Her special test had a similar flavour. Despite being allowed to reverse this year and doing the whole thing back to front we just couldn't get up enough speed to get over the hump. We were not alone in our misery but I was surprised

and impressed to see that Philip Montgomery Smith's Morris Minor not only got round but in a pretty respectable time too.

Mill Lane was not too difficult after clearing the lake at the bottom. Twelve O'clock Lane was much harder with a huge rut at the restart. We stopped teetering on the brink and managed to get away without rolling back.

Just before John Walker we met a competitor in a midget who had managed to run out of petrol and get a puncture simultaneously. Having run out of petrol halfway up Sutcombe I was pleased to help out with my spare can.

The start marshall at John Walker told us that the hard part was in the second half. The first half was none too easy with lots of rocks and very slippery. It took all our bouncing stamina to reach the section ends, very satisfying.

Back to the finish and food drink and videos. We waited for the results. Congratulations to Julian Dommett and Antonia Ashby for a well deserved win and many thanks to Allen, Carol, Nanny Hurn and especially all the stalwarts of the Bristol Motor Club for such an excellent trial.

PS The final instructions stated that the route must be adhered to. It appears that most of the route adhered to the bottom of the DAF. The proprietors of the local Jetwash are requesting that in future I use their facilities for washing cars and not giving enemas to elephants.

The Camel Vale Motor Club's Camel Classic Trial

Report by Nigel Moss

For the second year running the final positions of the 1994 ACTC Championship depended on the outcome of the Camel Vale Motor Clubs Camel Classic Trail. It had been a busy week for some competitors who had spent the previous week scrapping off mud from the Allen Trial before their journey to Cornwall. This event is looked upon by most competitors as the most challenging event of the year, having very few restarts for classes 6,7 and 8 and not one for classes 1-5, as most of the sections are real stoppers.

The weather conditions could not have been better for Clerk of Course Hans Viertel and his team, with lashing rain on the Saturday night but Sunday dawning bright and dry. As last year the start was at Newquay Radiators, Roche, with the first car leaving at 7.30 a.m. Scrutineering and signing on meant an early start to the day for us as class 8 were running first.

Mike Workman/Mark Linforth led off first for the short drive to Section One 'Demelza', a short steep climb off the road, this hill claimed all but 2 competitors (Dean Vowden/John Skinner - VW Buggy and Tim Pearce/Mark Hodges - Troll). Trefice, Section Two, had a real sting in the tail this year with a left and a right turn between the farm buildings. The M.G. Midget of Paul and Alison Eamer suffered mechanical problems with its steering here, but with the aid of a jubilee clip they were able to make it to the finish.

Polmorla, new to this years event, caused quite a few problems for some. The V8 Marlin of Terry and Toni Coventry just smoked its way off the restart leaving the

smell of 185 x 14 Stomil tyres in the air. Julian Dommett/Antonia Ashby in their 1172 Dellow broke clear of the other Class 7 cars with a fine clean climb. It was here that Ian Moss/Glenice Coventry threw away any chance of class honours as the Lotus powered Escort spun to a halt at the 11 marker, while the Escorts of Paul Bartleman/Karen Linforth, Roger/Thomas Bricknell and Clive Kalber/Laura Hanson bounced their way to the top.

Special Test 1, St Neot, saw some varying times, Nigel/Brian Moss' Cannon recorded a fast time of 14.32 only to be pipped later on by the Bricknell Escort on 14.23. On then to Trehay, a tricky little section which stopped everyone, Mike Chatwin/Richard Dawe coaxed the Troll to an excellent 3 which was the highest of the day.

Dennicks Ball A & B, A being for Class 8 only, this proved to be a cracker of a section, a smooth natural track getting more slippery the higher you climbed, once again no clears were recorded with 2's being the highest score all day. Section 7 'Clinkick' is a real favourite with competitors. It starts beneath a tall railway viaduct, and as always one of Triallings most stalwart members August Stewart was acting as start marshal. Mike Workmans Championship hopes took a turn for the worse here when he suffered a broken diff which lost him 7 points. First time clears this year for Anne/Jim Templeton and David/Adrienne Alderson, both driving Trolls, very well done to them. Best climb of the day must go to Jon/Sharon Robilliard, VW Beetle, with a 1 as no other saloon could get anywhere near their

The Camel Classic Trial

score. David Prowse/Denise Price, VW Buggy, set the quickest time on Special Test 2, Trehay, with a time of 10.45.

Class 1, front wheel drive, and class 4, small rear engine cars, were both being closely fought, with Bernie Muir/Chris Roy, VW Golf just getting the better of the other 2 Golfs. The year long battle between the crisp sounding Imp of David Heale and the VW Beetle of Dennis Greenslade was interrupted on this event when the experienced Cornish crew of Roger and Viv Hancock in their Imp, overcame a nasty moment on Trenay when the throttle jammed wide open causing them to hit the bank very hard, losing 12 points.

Also hitting more trouble was Mike

Workman, whose Golden Valley Special was now suffering from loss of brakes while his championship rival, Dudley Sterry, was keeping well in contention on an event that does not always suit the larger heavier MG J2.

Due to the every increasing costs of ruining Classic Trials, the very popular Cardingham Woods Sections were rested this year. These were replaced by 3 new hills to finish. Colworth 1 and 2 and Great Pelean, the former being quite tricky, the latter being cleared by all the remaining competitors to end yet another challenging Camel Classic Trial.

Thanks to every one involved we shall return next year to try and do a little better.

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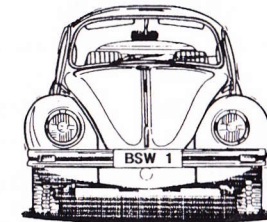
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Graham Mitchell on his way to a fail on Wooston Steep on this years Exeter.

Paul Eamer

HELP!

Re-Start is desperate for more pictures. Please send any goodies in. Most of the pictures this issue are of the Exeter and they are very good but none of the other events. We need Chase Clouds, Silverton, Lands End, Kyrle and Kimber for the next issue.

The North Devon Motor Club's Exmoor Trial

Report by Brian Cope

Glorious Devon !

Glorious Devon - land of sunshine, sandy beaches, holiday maker's paradise and cream teas. So say the tourist board but we know different

On January 29th a deep cyclone centred off the south west coast brought gales and rain storms throughout the country. Devon was the worst effected with several days of persistent rain. The rivers reached flood level, the water flow cascaded down the steep valley sides and the valley bottoms were awash with water. So this was ideal weather for the classic trials fraternity. When ordinary mortals are confined to their firesides to shelter against the worst of winter, the trials folks venture out to meet the strongest challenge that the Clerk of the Weather and the Clerk of the Course can create.

The entry list reflected the popularity of the sport for some 62 car competitors joined the 30 bikers to see what the North Devon Motor Club could provide on their Exmoor Trial. The challenge of a new championship year and the prospect of some good competition brought ought newcomers like Garry Preston (VW Golf) down from Sutton Coldfield and old-timers like Mac Hazelwood (Dellow 1500) down from Redditch. New and old received a warm welcome.

North Devon MC have now mastered the formalities of scrutineering and signing on at Cedars Lodge Inn, near Barnstaple despite the shortage of space and at 9.00 am prompt the crews were on their way to

the first section at Buttercombe which managed to claim a remarkable number of failures including Angus Stewart/Ron Mackie (Skoda 120 Coupe) but they were not alone for almost 50% of the runners in classes 1 to 4 failed this section.

The next section was North Downs a special test along a muddy track requiring a stop astride line C, and then reverse to stop astride C. Typ cal times were in the 20 - 22 seconds and Dean Partington/R Richards (DP Cannon) excelled with 16.12 seconds

So far, the Clerk of the Course could claim that all had gone to plan and with the prospect of saturated and muddy sections ahead, it seemed that he still had a hand full of trumps to play. But the way he played them warrants some comment.

The next section was called Nethercott and was timed to a flying finish over the section ends line. Nothing wrong with that but the section was so short that the timekeeper was put under severe pressure. All the 13 entrants in class 8 completed the test between 8.19 and 10.71 seconds which means that the twitch of the timekeepers eyelid is sufficient to distinguish between fastest and slowest. Perhaps this would not matter if this time were simply added to other special test times and the aggregate used to separate ties. But North Devon do not follow common practice and impose a system of their own. The fastest car in each class is credited with a 'clean' and all other in the class are awarded 1 penalty point for a fail-

"One wag was heard to say that he has more chance of winning the National Lottery than this Exmoor Trial!"

ure. The result is that if you are not fastest in your class on this section, you may just as well ease off for you have no real chance of further success. The technique helps the Clerk of the Course narrow down the field to just 8 contestants with 70% of the day still to come. One wag was heard to say that he has more chance of winning the National Lottery than this Exmoor Trial!

The route led via a holding control to the old MCC hill called Jenny Wren which contains a sharp right and a deep mud patch on the steepest gradient. It is a long time since this hill was in such prime condition and it contained different restart lines cleverly located to test each class. Jenny was triumphant this year in halting every car in classes 1, 2, and 4 and only four cars from class four were victorious. Class 7 fared little better with only the Marlins of T Lakin/M Overfield-Collins, M Kessell /C. Kessel and J Kessell /M.Bryant succeeding. Class 8 found more traction but even then Mike Workman Mark Linforth (Ford GVS) punctured and were fortunate to fight their way through.

Sepscott 1 and 2 were in the woods with restart lines providing little challenge though Anne Templeton/Jim Templeton (Troll) might disagree. Snapper 1 and 2 were similar although they provided a good test for classes 1 and 2.

No report of this event would be complete without paying compliments to the

excellent route card and road marking. The detail was comprehensive and a model for others to follow and the number and quality of the marshals says a great deal for the growth in popularity of classic trialling within the North Devon club over recent years. Stalwart John Barthram and his cronies deserve our thanks long may they continue.

The flooded country lanes lead to the next section at Riverton with yet another well placed restart line was sufficient to catch all of the eight contenders in class 1 bar D Hazelden/R Cosway (VW Golf) and several of class 3 where P Bartleman/K Linforth (Escort 1600) were continuing unstoppable.

High Bray is another MCC section with a deep, rocky gully on the right hand side which catches the unwary and it seems to have caused the demise of T Bolt/R Parker (Standard Ten). But classes 6, 7 and 8 were untroubled and the sections at Beggars Roost and Scoresdown were not sufficient to cause even a moments hesitation.

So the crews headed for the warmth and hospitality of the Staghunters Hotel at Brendon which was a welcome relief for both contestants and marshals. The event had been excellently organised but the Clerk of the Course needs to find some more hilly challenges rather than relying on the dubious ploy at Nethercott to find a winner.

Exmoor Trial Results

		Class	Marks	S/T time
Stephen	Cole	1	15	25.04
J	Lambert	1	24	25.35
David	Hazelden	1	31	21.34
B	Allen	1	37	22.22
Garry	Preston	1	45	22.44
D	Hutchings	1	63	26.10
G	Beauchamp	1	71	31.25
P	Blackmore	1	76	33.31
Tim	Whellock	2	10	20.22
Ken	Hoach	2	16	20.53
Peter	Treliving	2	17	20.53
Jeremy	Flann	2	20	24.25
R	Butterworth	2	Retired	
Paul	Bartleman	3	0	18.18
A	Martin	3	9	18.84
Greg	Warren	3	9	21.12
Philip	Hoberts	3	21	25.16
John	Bell	3	24	21.56
Peter	White	3	24	21.85
D	Banks	3	25	19.44
N	Farmer	3	38	24.85
J	England	3	59	30.93
G	Stodgell	3	Retired	
T	Bolt	3	Retired	
Angus	Stewart	4	23	28.34
E	Pickles	4	25	25.16
C	Gillard	4	30	22.25
T	Beard	4	31	29.65
Brian	Alexander	4	34	21.40
R	Thompson	4	71	27.97
John	Skinner	4	Retired	
Bob	Barrow	4	Retired	
Rob	Cullen	5	14	23.03
Graham	Brasier	6	11	19.68
Mark	Kessell	7	1	17.90
John	Kessell	7	6	21.53
Jason	Collins	7	7	19.34
Julian	Dommett	7	8	19.53
Tim	Lakin	7	8	22.31
Peter	Davis	7	25	22.97
Peter	Quinn	7	26	17.64
Frank	Burton	7	Retired	
J	Wood	7	Retired	
Mike	Chatwin	8	0	34.54
Mike	Workman	8	1	31.50
Bill	Foreshew	8	1	35.13
Brian	Cope	8	1	35.88
Dudley	Sterry	8	1	40.29
Malcolm	Hazelwood	8	3	37.73
David	Alderson	8	5	33.94
Anne	Templeton	8	7	37.68
Tony	Young	8	8	34.50
J	Blight	8	11	35.93
Dean	Partington	8	17	16.12+F
T	Johns	8	18	42.91
Stephen	Bailey	8	20	22.93+F

Note: For positions in Class 8 only, both S/T times are counted.

Sheffield & Hallamshire Motor Club's White Peak Trial

Report by Jason Collins

Well at least it wasn't as cold as last year!

The Peak District areas of Derbyshire over which this trial runs are, in my mind, some of the most scenic in England.

I hope that fellow triallers appreciated not just the excellent sections, but also the not so obvious hard work and enthusiasm put in by the Sheffield and Hallamshire Motor Club, which resulted in the Trial being able to use some marvellous "off the beaten track" lanes to link sections.

Entries were high for this event - seventy two motorbikes including ten combinations, and fifty-seven cars.

The start venue, namely the Anchor Inn, is situated outside the village of Tideswell. Parking was slightly congested but officials and competitors seemed to cope with this without too many problems.

Signed on and ready to do battle we set off to the first section - Litton Slack.

This is a good section. Like many used within the White Peak Trial it conjures up thoughts of older time traditional Trialling, it's not so much challenging as charismatic. In fact I personally feel more challenged getting down to it than climbing the section - it seems that the clutch leg develops a wobble just prior to the top entrance gate and only settles down when waiting at section begins!

Section 2 - Hucklow Bank, once stole a near MCC Triple of mine. Since then I have major respect for this harmless looking left hand turn.

With the added joy of a restart, once again I thought for quite a few seconds that I had fallen foul of its clutches. However with much rocking, bouncing and tyre

smoke, it gave up and let me go onwards.

Section 3 - Pindale. This was a shock to the system. Thinking that reasonably low tyre pressures were the order of the day, I set off from the start line and stopped astride the restart line - no problem so far. However, whilst looking forward at this point I spied the tracks led rather skyward and disappeared suddenly out of sight.

Oh well, off the restart line we sped, up the rough tump, and - Alton Towers eat your heart out. A roller coaster of serious proportions leading through and over what felt like boulders trying to convert round wheels to square.

I felt sure that I was lost at various points through this quarry section. The numbered markers I frantically tried to locate but missed half of them. Still the section ends Marshal assured me that the route I plummeted over was officially correct, so all was well. I even escaped a puncture here, which was incredible.

I only intend to mention two more sections out of this trial, Bamford Clough and Calton.

So firstly Bamford, one of the "classic" hills, quite a lot of grip here on this event. I feel it was the slowest attempt I had made at climbing it. Usually the Beetle spends quite some time lifting its feet off the stony ground whilst charging up here - however a serene climb paid dividends and once again we reach the top thankful of clearing the restart.

The view from most of the high geographic points along the route is quite spectacular, although I could live without the cement works and its chimney!

The last section of the day was Calton -

The White Peak Trial

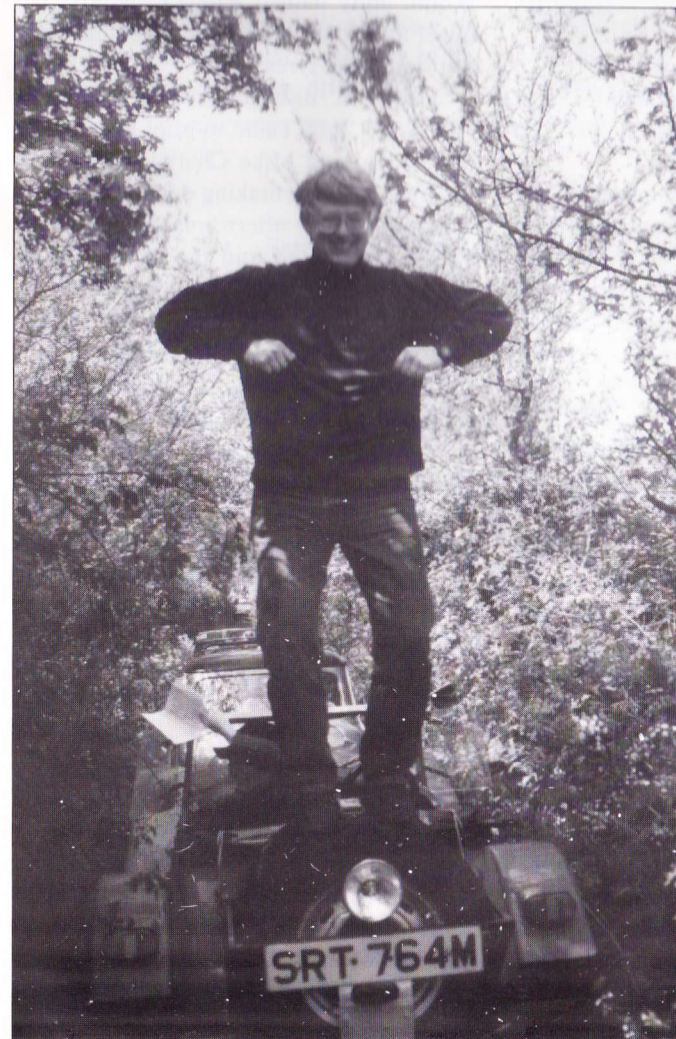
with a restart! What fiend thought of that one?

As it turned out I do not believe the restart affected the chances of clearing the hill too much. The fast right hand turn after the restart needs to be approached relatively steady. Only when around this and facing the wrath of the ruts can the frantic Trialler place the right foot firmly

into the muddy carpet.

Always a finale to this and the Edinburgh Trial, climbing Calton ended a marvellous day's motor sport in a spectacular part of the country.

Much appreciation is warranted for the organisers who strive and succeed in promoting our form of motor sport in such a sensitive area - Thank you for this day.



*Illegal bouncing on the Kimber!
Jonathan Toulmin treats his Marlin with utter disrespect on last year's event. Pat Toulmin looks quite unfazed by his antics.
Picture was taken by George Edney (I think - but if I'm wrong I am sure someone will let the ed. know!)*

The Torbay Motor Club's Torbay Trial

Report by Stephen Bailey

Following the directions of the excellent map provided, everyone was scrutineered and signed on in a very friendly manner. Phil Tucker's vehicle was already lurking by the site of the Scrutineer's bay before it was set up, presumably with Phil Tucker lurking somewhere else. Also not too far away Peter Treliving's Austin Seven was doing a high wire act at the signing on booth.

The bright sunshine soon started to alternate with rain and sleet, altering sections somewhat dramatically between competitor's attempts.

No tyre pressure limits; good to see someone realises that limits as such lead to disadvantaging some competitors, even in their own class. However when the route card was issued it became apparent that the re-starts were to more than make up for this.

Section 1... Baddaford Lane.

Anne Templeton led the way with her own travelling marshal (seconded from the start area - Jim having been left in the hotel room with a severe bout of flu) and disappeared upwards into the undergrowth. The competitors behind chose to remain until the observers of this section took their places and indicated for us to start. Then came:

Section 2... Brown Stone Lane - or rather it didn't. At least 10 cars struggled half a mile up an almost impossible track (which the average tractor/JCB/Chieftain Tank would have had difficulty negotiating) only to find they had turned left too early and got into a great muddle trying to turn round and get back down again. Further on the correct left turn led to the

section which once attempted paled in comparison with all except one competitor cleaning it.

Section 3 ... Dean Prior. Known in the Exeter as Upper Dean, an almighty great wheel spin inducing slab of rock on the re-start which claimed nowhere near as many tyres as the following section in King's Wood, aptly named Kings Calamity. No fewer than 5 out of the first 10 competitors lost right hand tyres.

After an excellent climb, David Alderson's Troll came to grief on the way back down and Mike Chatwin losing out somewhere in the braking department.

A special test afterwards did not prove over-complicated and into King Steep, Kings Junction and Kings Break where nothing did break but an awful lot of competitors did not get very far. Notable excellent climbers including the Forshews in the GVS and a 1 for Mike Chatwin.

Then came Northwood followed by Pitt Farm where almost everyone got all four wheels off the ground and ended up on the end of a tow rope, the already deep ruts having been well and truly dug out by the recovery vehicle. It was decided to cancel this section half way through the trial.

Slippery Sam proved to be half the hill in more ways than one, but still managed to claim the gearbox of J. Lambert's Fiat Uno.

Frenches Special Test was followed by Higher Shells (known in the Exeter as Higher Grabwell) which had a reputation worse than its true self. There was then some confusion in finding the signpost to Higher Rocomb (it was eventually discovered with difficulty in three places artisti-

The Torbay Trial

cally arranged in a hedge).

Section 12... Tipley - known in the Exeter as Tipley - seemed to be the joker in the pack with a whole assortment of cleans and fails. Cleans included Terry and Janet Mattin (Marlin), Tim and Anne Whellock (Austin 7) and eventual Trial winner Ian Moss (Escort).

Section 13 ... Simms (known on the Exeter as etc etc) where Dudley Sterry and Stuart Deacon made excellent climbs, but which unusually claimed Wink Wear in his Escort and it is also believed Mike Chatwin although it was difficult to see

through the burning rubber bonfire smoke; it is possible that he had three attempts at this. Marshals were later to warm their hands over the tyre tracks. At one point Richard Dawe, his navigator, was seen desperately throwing items of luggage overboard to alleviate the situation.

Then on to the finish at the Dartmouth Half Way Inn for slap up nosh. It became clear that the team of Susie Stamp, Greg Warren (who seemed to appear at the start and end of every hill) and Phil Tucker with his band of excellent marshals had done an excellent job.

Torbay Trial									
	Class	Marks	S/T time		Class	Marks	S/T time		
Mike Tucker	1	46	46.75	David Llewellyn	7	5	44.49		
Richard Singleton	1	50	61.05	Frank Burton	7	5	27.12+F		
Dave Haizleden	1	Retired		Julian Dommett	7	6	41.47		
John Lambert	1	Retired		Tim Lakin	7	6	46.78		
Tim Whellock	2	15	49.37	Ray Easterbrook	7	9	52.52		
Ken Vest	2	23	47.46	Terry Mattin	7	10	49.07		
Peter Treliving	2	31	48.97	Jason Collins	7	12	46.99		
Ian Moss	3	0	39.01	Graham Greenwell	7	17	40.91		
Paul Bartleman	3	0	39.25	Chris Coote	7	19	49.61		
Philip Roberts	3	4	47.85	Harvey Harrison	7	21	F+17.07		
Wink Wear	3	11	40.11	Peter Davies	7	Retired			
Stuart Deacon	3	11	45.42	George Davey	8	3	37.67		
John Bell	3	19	47.67	Dudley Sterry	8	3	40.49		
Ron Grimwood	3	24	67.13	Terry Coventry	8	5	F+14.17		
A Evans	3	25	40.42	Mike Workman	8	8	36.27		
Martin Wear	3	Retired		Mike Chatwin	8	8	39.49		
Mark Linforth	3	Retired		Adrian Dommett	8	8	60.38		
Angus Stewart	4	Retired		Anne Templeton	8	8	28.49+F		
Roger Teagle	4	Retired		Tony Young	8	9	39.80		
John Skinner	4	Retired		David Alderson	8	10	41.87		
Richard Cullen	5	17	47.96	Bill Foreshew	8	13	40.40		
Perce Harden	5	36	F+17.49	Stuart Tucker	8	29	56.20		
Graham Brasier	6	21	42.52	N Heath	8	30	70.81		
Mark Smith	6	27	46.04	Stephen Bailey	8	32	47.69		

1994 Wheelspin League Champion

Mike Workman

A profile by David Alderson

Look into the faces of Classic Trials drivers as they wrestle their machines up the hills, you will see all manner of facial contortion, gritted teeth, twisted scowls, grimaces and in the case of Mike Workman, our current Wheelspin Champion, a slightly bemused grin as the lovingly prepared Golden Valley Special howls its way satisfyingly to the top of another difficult climb. That Mike enjoys his sport is plain for all to see and teamed up with regular passenger Mark Linforth, this popular 47 year old Stroud resident has added his name to the growing list of Stroud and District MC produced trials champions.

Mike's introduction to our sport came about through the persuasion of Nigel and Ian Moss. They were taking their cars to his paint and body shop on a regular basis and inevitably talk usually got round to classic trialling until at last Mike was encouraged to buy the ex Ted Jones 1500 Beetle already prepared for the sport.

This wasn't Mike's first taste of trialling; he had already enjoyed quite an illustrious career as a trials rider starting in 1963 and continuing until his retirement from the sport in 1978. So enthusiastic was the teenaged Workman to begin his motor cycling career that he fell for the tempta-



Mike Workman and regular passenger Mark Linforth beginning their successful climb of Druids on Minehead MC's Exmoor Clouds Trial

Dave Parry

Mike Workman - a Profile

tion of riding some of the old motorcycles he had rebuilt on the road outside Mrs. Workman's house, overlooking the fact that he was still only fifteen! This resulted in a fine of fifteen shillings and a driving ban which only expired one month after his sixteenth birthday!

With his new driving licence at last in his hands Mike began his motor cycling career.

He rode a succession of British two strokes of the era, Dot, Greeves, Sprite etc. and ultimately over the years graduating to the Spanish built lightweights from Bultaco and Montessa. Mike's status gradually improved to "Expert" and he enjoyed a string of good placings in Centre trials around the Gloucester, Bristol and South Wales area. Although there were many second places an outright win always eluded him at Centre level, he did of course enjoy many wins in local club trials.

Some Scrambling was also interspersed with the trialling and even a go at sidecar racing for which a cut down Norton Dominator formed the basis. Unfortunately the extremely limited racing budget only ran to a home designed and constructed kneeler frame which coupled to the elderly engine didn't really offer a very competitive package. Before finally retiring from competition in 1978 Mike had one or two outings on the ex Tommy Barker Velloccette. Perhaps his association with this venerable machine led to the next phase of his fascination with motorcycles.

Mike now began to collect, buy, restore and sell vintage motorcycles which ultimately culminated in his acquiring and restoring a very early Scott two stroke which he still owns and rides occasionally

today. After the bikes came another new interest in buying and restoring vintage tractors and stationary engines many of which were to be found in the rural areas around Stroud. Clearly anyone who is enthusiastic about stationary engines carries a deep rooted love of machinery for its own sake!

Now came the acquisition of the Classic Trialling Beetle and after an exploratory outing in the local Cotswold Clouds Trial, Mike ventured forth to the 1988 Chase Clouds Trial where in a well supported class he took the win and found that he was well and truly hooked! For the next three seasons Mike continued to drive the 1500 Beetle usually finishing well placed in his class despite the presence of the 1775 and 1835 monster engines in some of his competitors mounts.

At the Stroud MC dinner dance in 1991 Mike was somewhat the worse for drink when he found himself once again being pressed by the Moss's and others into buying a trials car known locally as the Thomas Special. Assurances were given that the machine was in fine fettle and ready to be driven down to the local MOT station where a cursory glance would unquestionably procure a test pass!

With his judgement slightly blurred and in the face of other potential purchasers a deal was struck on the spot and the Thomas was duly delivered to Mike's Golden Valley workshop. Sadly the truth dawned as the alcohol cleared to reveal a sad 1950's trials car with tired chassis, moped front wheels and a very tired engine and gearbox!

Although somewhat dismayed by his purchase Mike could see that there was potential so he set about a complete strip

down and rebuild of the machine; this was to involve him in a twelve month programme during which the Thomas was virtually re manufactured emerging with a newly rebuilt 1275 Midget engine and box in place of the tired old Ford units, and re-christened as the Golden Valley Special,

Incidentally if you are curious as to the origin of the GVS Mk2 campaigned by Bill Forshe, it is a copy of the original chassis frame modified to accept a Fiat twin cam engine. Much of the high quality machining on both these cars is Bill's work, the general turn out reflects Mike's high standards set over the years of his restoration work.

Mike debuted the GVS Mk I on the 1992 Chase Clouds trial but soon he realised that the gearbox was too fragile for the purpose and this was soon replaced by a Ford box machined to mate up with the 1275 engine. Inevitably a couple more outings showed that the engine lacked the requisite punch so out came the A series unit and in went a 1300 crossflow Ford. Now fitted with twin 40 Webers the little car began to make its presence felt.

For the 1993 season Mike turned up with Mark Linforth and the pair began to seriously campaign the GVS taking thirds on the Allen and the Taw & Torridge, a second on the Torbay and their first win on the Exmoor Clouds. The mid of season tally placed them fourth in the Wheelspin to the "Yearlings Team" of Tim Pearce, Phil Winnel and Graham Marshall. Sadly on the Ebworth the willing but over worked 1300 engine cried enough, disintegrating a piston. Mark had a good 1600 motor in his old trials Escort so this was heaved out and dropped into the GVS where endowed with nothing more than the twin 40's it's extra torque now made the

little car really competitive.

So Mike now embarked on his championship year beginning with a silver on the Exeter where along with all other class eight competitors with the exception of dear Mrs. Templeton he succumbed to the evil Clinton re-start. Next came the Exmoor where Mike finished second to the non championship registered Dave Prowse. Moving north to the White Peaks Mike picked up only sixth a long way behind Brian Cope's one off win. Identical finishes followed on both the Torbay and the Chase Clouds where Dud Sterry picked up third and fourth respectively to challenge Mike at the top of the league.

For the Lauds End Mike chose to drive his old Beetle again and weather apart found that he missed the unique quality of open car trialling. The Exe Valley was a disaster day with the GVS managing to bog itself deep into the mire on one hill as evidenced in a well circulated photograph later in the season. For the end of term Kyrle Mike managed a more encouraging third behind Mike Chatwin and Nigel Moss. Despite the lack of outright wins consistency was paying off and Mike had the points lead as the summer recess began.

Rejoining in September's Taw & Torridge, class eight were almost totally confounded by the sodden Haytown Section, only Dave Prowse cleaning the hill by dint of a tickover climb against all odds. Mike found himself way down in ninth place, a point later dropped. If the T & T had proved a disappointment the Edinburgh really made up for everything when Mike and Mark in the GVS took the overall win on what was certainly the toughest MCC trial for a long time.

Next came the Exmoor Clouds where



Mike giving his best right foot to Crooked Mustard on the 1994 Cotswold Clouds Trial

Paul Eamer

any chance of repeating 1993's win was lost to the tricky Pin Quarry and Downscombe re-starts. Nigel Moss won the day from David Heale with a remarkable performance placing his Imp firmly second on an event which carries a fierce reputation. Anne Templeton started her late season challenge here with a third in the blue Troll.

The following week battle was rejoined on the Tamar where Anne took maximum points and Mike managed to displace Dud Sterry for third and fourth respectively.

On to the Hardy where Mike at last took the premier from Dudley and Anne. Mike was particularly pleased with his performance that day as he made a remarkable clean climb on Uploders on tickover, quite an outstanding performance from a man renowned for his robust approach to the hills!

The Allen proved a disaster for Mike, he failed to score whilst Dudley picked up a handy second to Julian Domett's win. It was a big diameter wheels day, the deep ruts at Burledge grounding out all but these two and Gerald Burridge's MG.

So finally to the Camel, a day that Mike would like to forget. The hard worked GVS suffered rare mechanical failure which started with a broken diff and was swiftly followed by a smashed rear wheel bearing and finally a sheared wheel cylinder. Needless to say retirement ensued! Once again Anne took an excellent second place to secure third in the League Tables but Dudley found himself languishing in sixth, was it enough?

The Wheelspinners gathered around closely as the Dawe computer steamed into action. Mike had a seasons total score of sixty four points whilst Dudley had

sixty three but the championship is decided on a competitors best nine scores. When this equation was applied both had fifty eight points! So now it was down to most wins and incredibly the sum total of outright wins in the year between these two drivers was one, Mike's sweet Hardy result had given him the 1994 Wheelspin Trophy.

Anne Templeton followed in third and the amazing David Heale placed his Imp fourth ahead of Nigel Moss in his smart class 8 special. A truly a nail biting finish to another excellent year's Classic Trialling.

Mike was at pains to give much of the credit for his success to Mark Linforth's

ability as a passenger. Clearly the pair have worked very well together over the past two years, Mark keeps his driver pointing in the right direction when the boot is well and truly planted and a glaze is forming over the Workman grin, and he is credited with the ability to bounce the car so hard that he can stop the engine!

For 1995 Mike intends to compete in only a few of his favourite trials and to spend some time marshalling on others. He is very much involved in Stroud's own Cotswold Clouds as clerk of the course. Obviously here is a man who has derived great pleasure from his trialling and is prepared to put back quite some effort for the benefit of others.

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1994 Crackington League Champion

Roger Bricknell

by David Alderson

At the end of 1993 Roger Bricknell had taken the Crackington Cup by only 0.4 of a mark from Paul Bartleman. The struggle for supremacy between the two Escort drivers was one of the highlights of ACTC Championship history. As the 1994 Crackington Cup chase began the two combatants rejoined exactly where they had left off in December, each taking a Gold on the Exeter. Roger had promoted son Thomas to number one passenger for 1994 with a promise of a determined effort to win the young enthusiast premier place in the Navigators League, mother Julia was still on hand to complete the Bricknell family trials team.

The first ACTC round was north Devon's Exmoor Trial where Roger took the class from Paul with Imp driver David Heale making a strong showing in a large class four. On the White Peaks Roger was fortunate enough to witness a dramatic failure of Salt Road by Paul and made certain that he didn't fall foul of the section. The subsequent clean gave him the class again but now Julian Dommett came to the fore in the well supported class seven, so the chase was on.

On the Torbay Trial Ian Moss turned out in his Escort and demoted Paul and Roger to second and third respectively whilst David Heale took his class again and both Paul Eamer, Midget and Mark Hobbs, Fiesta took further wins in their loss well supported classes.

Moving to the Midlands, Roger again triumphed over Paul taking the class on the Chase Clouds but only on special test times. Once again Eamer, Hobbs and Heale all took their respective classes but

Julian Dommett was back in the doldrums dropping behind the consistent Jason Collins Baja Bug.

After a gruelling Lands End, the one day trials continued with the challenging Exe Valley, Silverton MC being complimented by the trial of the year award for their efforts. Once again Roger was fortunate in spotting a confusing deviation on one section where the return route beckoned the unwary to stray from the clean line. Poor Paul realised his mistake too late and one again had to settle for second to Roger, Heale and Hobbs were class winners again so the scores were now very close at the top of the Crackington table.

Ian Moss turned out again for the end of term Kyrle Trial demoting Roger to second and Paul to third in the big Escort class. David Heale was beaten by the old Imp Blaster himself, Terry Durrant whilst Mark Hobbs secured another FWD win. Roger Ugalde's first half year had netted the Big Beetle driver five class wins bringing him well into contention for the second half of the championship.

As battle recommenced in September's Taw & Torridge Trial, Paul Bartleman took a determined class win with Roger displaced to third by Phil Roberts, Julian Dommett rediscovered his early season form again and David Heale carried on where he left off in April. Mark found himself demoted to second in a large FWD class by Bernie Muir's exceptionally well driven Golf.

Next came probably the toughest and certainly longest Edinburgh Trial in memory where the two Escort cars both managed Golds, Roger had endowed his

blue Mk 1 with a new engine in the summer and it was really humming on the Exmoor Clouds where Phil Roberts stepped up to take second in class with Paul missing the event, Heale, Dommett and Ugalde all added further class wins to their scores and the story was exactly the same at the following weekends Tamar Trial. Only Mark Hobbs was beginning to slip away the Fiesta suddenly finding its previous class supremacy challenged by the new Golf drivers.

Next came the Hardy Classic where once again Roger, running towards the end of the field took advantage of a slightly drying Uploders section to become the only production based car to join the class eight cleans on this difficult pair of hills. Heale, Dommett and Eamer all took their customary class wins but Roger Ugalde was out and destined not to compete again in the year.

Disaster followed triumph for Roger, as the Fiestas steering broke on the Allen causing a rare retirement Phil Roberts took the class from Paul and once again Julian Dommett took class seven with his celebrated climb of Burlledge. Mark Hobbs managed one more win albeit of a depleted class.

Finally on the Camel where the competition is always spiced up by the hard charging local lads who specialise in this rough tough event. On the day Roger

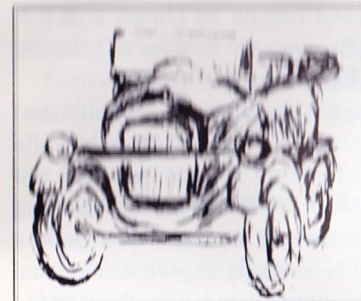
Bricknell proved equal to their challenge, his immaculate climb of Roseland Quarry marking him out as the true Crackington Cup winner. Julian Dommett added one last class win to his tally but the early seasons disappointments had cost the Dellow driver dear.

When the computer was activated to count only the requisite number of scores, Roger and Thomas Bricknell were shown to have fulfilled their ambitions by taking both the Crackington Cup and the Navigators league in the Mk 1 Escort. Incredibly, David Heale had scored so well overall in his Imp that he was moved to fourth overall in the Wheelspin Trophy, therefore Julian Dommett's late season charge was rewarded with second in the Crackington from Paul Eamer and Mark Hobbs. Paul Bartleman's missed Exmoor Clouds cost him dear but he just managed to scrape into the top five - reward for a hard charging season in a very competitive class.

So what now for the 1994 Crackington Cup winner? Well in the best tradition of this multiple trials champion he will be taking a semi sabbatical year, preparing a new car for the winter and enjoying a few sporting trials where Thomas will occasionally co-drive the Bricknell Facsimile. Look out for a new Vincent MPH in Class 7 later in the year - the Marlin boys are going to have their work cut out in 1996!

A Trials Car from a Bygone Age The Trojan

By Jack Pouncy



The Trojan Car was well made very simple and extremely reliable.

The two stroke engine lay under the passengers seat and had an immense flywheel of good weight (we made a small roller of three of them on a common shaft with handle fixed at each end).

The 2 speed Epicyclic Gear drove the solid rear axle by a substantial duplex chain. Braking on rear axle only.

Springing very good allowing Solid Tyred wheels if you wished. In fact, all the early one had solid tyres. The Pneumatic ones followed as a luxury. On the solid tyres the saying was "don't get in the Tramlines or you'll end up at the Tram Terminus."

I do not guarantee this but I probably used Solids climbing Fingle Hill. You started the engine by pulling a handle inside by the drivers seat. Electrics were on the right hand running board. Lights were very poor but never seemed to fail; Maximum Speed on normal models was 30 to 32 mph - bottom gear I believe was about 1/3rd of this - by using the low-speed lever as a clutch one could creep forward at so slow a speed that you had to watch the wheels to see if they were moving. A good hood was fitted & side curtain could enclose it. Lubrication by petrol - never failed but did smoke a good deal. I never stripped an engine, it was never needed.

I gather there were four cylinders but only 2 had Sparking Plugs the others seemed to feed the Sparking Ones.

I understand Trials Drivers had much faster engines and my last one would do 40 and had a semi differential, but it was less fun to drive and not fast enough to be exciting. I also believe they changed rear sprockets and tackled serious sections on lower gears replacing the original sprocket for road work.





Trials Committee

7th February 1995

ACTC Chairman Simon Woodall reports

As a first introduction to the R.A.C. Committee I had, according to Alan Foster, something of a marathon ride. The committee ran on longer than normally expected, and the individual points that we wished to raise seemed to require more effort before the R.A.C. would accept them.

The meeting initially discussed some PCT points, the most amusing of which is that due to an oversight by the drafting of a rule presented to R.A.C. Council in the autumn, there is no lower age limit for drivers of closed cars in off-road events. The blanket age 16 limit still applies to open cars. This is loophole likely to be closed at the March council meeting at 16 for P.C.T.'s and 15 for Std Car Trials.

A paper was presented on a plan to modify the rules regarding Index of Performance. My personal viewpoint is that the need to change the rules yet again merely goes to prove that the idea is flawed anyway, but as some of our championship trials do use this system and as I am supposed to represent them I would appreciate their thoughts on the subject so that at the next meeting I can at least express a constructive opinion. If agreement can be reached, this change will be introduced in January '97.

As far the items that effect us are concerned, those tabled were:

FWD vehicles with traction control

LSD as Standard only on classes 6 & 7

Spare wheels on Marlins

Deletion of Groups 1, 2 A & N as descriptions of standard cars

Noise

The was much debate on the subject of the traction control, not so much from the question of whether such devices should be allowed or not, but more on the validity of using the Blue Book as the receptacle for experimentation. The R.A.C., in the persona of Tony Newsum, felt that items should appear in the Blue Book only after their accuracy had been proven by their use at club level using the A.S.R.'s for the event modified for the purpose. Obviously this could only apply to items where the Blue Book specifies "unless the A.S.R.'s state otherwise," which for matters of classification of vehicles they do. The R.A.C. also suggested that the classic trials movement should consider a long term review of its class structure anyway, rather than "fiddling about with detail." I would therefore recommend to clubs that rather than use the class structure exactly as printed in the Blue Book, the definition for class 3 be changed to included the word-ing..... from January '96

The removal of the allowing of L.S.D.'s on vehicles where such devices are optional extras was accepted fairly readily, but when combined with the discussion on FWD cars above resulted in the recommendation that the wording about L.S.D.'s in all clubs A.S.R.'s should be altered to ensure the appending of the words "or any other device intended to achieve the same effect."

Concern was expressed, that despite all the time and effort that had gone into the restricting of overhang on vehicles to and agreed 200 mm, the specification for Marlins allowed an overhang of approximately 400 mm behind the rear cross member. The wording that was wanted for the blue book identifying this was soundly rejected, on the grounds that the Motorsports Council would never stand for it. As far as events on the ground are concerned, we should ensure that the one third of the wheelbase rule applies, and that the only items allowed behind the rear cross member are the tyres as specified.

Although the professionals of the R.A.C. seem to view the Group classification as an excellent way of defining a vehicle they accepted after some persuasion that such nomenclature was confusing for club level competitors and that the use of the word "standard" in the phrasing made it superfluous anyway.

The noise levels for all trials are proposed to go down to 105Db. This should not be a problem for any classic trials vehicle. The sporting trials fraternity wanted to do some tests to ensure that this was a viable limit. Their problem is that although it is easy enough to reduce exhaust noise to below these levels, the size of a typical N.T.F. car and the nature of the official test makes it difficult to reduce induction and valve gear noise to below the suggested standard.

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!

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

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Three Men on a Bike

(or Trialling's answer to "Last of the Summer Wine")

by Mike Chatwin

On the 7th January Jim Templeton, Terry Mattin and Richard Dawe all set off on the 1995 Exeter Trial - not in their Trials Cars but on Bikes! A few miles from the start Jim complained that his bike was trying to throw him (Jim is more used to horses than bikes); a few miles further on and his bike did throw him - the engine seized. Lucky Jim. He was able to follow the trial from the warmth and comfort of his Discovery. Our remaining heroes pushed on and were seen at the breakfast stop full of enthusiasm - and egg and chips and beans.

Terry was next found at Exeter Services not quite so full of enthusiasm. He was almost incoherent and very red in the face - it must have been the beans! When we finally managed to coerce a few words from him they were as follows;

"I fell off the ****ing thing four times on one hill and on two of those occasions I was actually going downhill."

We think the Section in question was Waterloo but Terry wasn't sure as soon after these mishaps he had an even nastier one - his back tyre burst on the M5 and Terry narrowly missed becoming a mascot on a Juggernaut (a foreign one at that). At this point Terry decided enough was

enough, particularly as he was just off crutches anyway; he had fallen off his stationary bike on the Testing Trial in September and broken his foot. Well it could happen to anyone.

Our remaining hero, Richard, was still going but was shortly to meet his Waterloo at Tillerton; he had a nasty fall and damaged his leg. The marshals wanted to take him to hospital (he should have been there anyway having his brain seen to) but Richard said nonsense, his leg was only broken in two places and he was quite capable of riding home, particularly as he had promised Lesley he would be back for a 50th birthday party on the Saturday night and as we know, there's no stopping Richard when he's on a promise.

Duncan Welch on his way home came across a motorcycle lying on the side of the road with its owner in the ditch. Fearing the worst he stopped; yes, you've guessed, it was Richard who was very cross at being woken up and told Duncan in no uncertain terms to go away and leave a chap to get some sleep.

You would have thought that this would be the end of bike trialling for our trio but no! Two of them have entered the Land's End - where will it all end?

Timing and Special Tests

Anne Templeton



A couple of years ago, Shenstone and District Motor Club conducted a little experiment at Curborough Sprint Circuit. They took four experienced time-keepers with hand held stop watches and they each timed the same ten cars. When they compared the times, the nearest they had got to each other was 1.5 seconds - sometimes the difference was as much as 3 seconds apart.

Now admittedly Curborough is quite a lot further than the average special test on a Classic Trial, but these were experienced time keepers and the differences surprised them.

I think that most competitors accept that time keeping on Special Tests is a bit of a lottery; in fact it is really quite ludicrous to differentiate to 100ths of a second with a hand held stop-watch; but as they are only used to sort out winners in the event of a tie in points dropped, no-one really minds too much.

Now, however, some Clubs are starting to put a "bogey" time section in their trials. This is usually a short sprint on a section which is timed. The competitors are matched against others in their class - for every second slower than the fastest in class a point is dropped by the competitor. This method of penalising competitors seems completely at odds with what our sport is about. As one regular driver pointed out, cars are taken out prepared for trialling, not for a sprint event. There is a huge advantage for say a Troll against a Dellow on such a test. There is really no skill involved - it's all down to the right foot! And at the end of the day, a competitor may have driven really well and cleaned all the sections, but gets beaten by someone who lost points climbing a section but was faster on the "bogey" time. Surely this sort of test should not be included in Championship Rounds at any rate.

As far as the tie decider Special Test is concerned, it would not be beyond the means of many of our Clubs (especially the MCC!) to obtain simple timing devices - they are not particularly expensive apparently.

Perhaps Clubs and competitors would air their views in the next issue. Mouths on Wheels needs you!

>>>>Forthcoming Events>>>>

April

2nd	Exe valley	Silverton	Champ
15th	Lands End	MCC	Champ/CC
29th	Kyrle Trophy	Ross & DMC	Champ
29th	Kimber	MGCC	Non ACTC

September

3rd	Testing Trial	MCC	Non ACTC
17th	Taw & Torridge	Holsworthy	Champ

October

1st	Ilkley Trial	Ilkley MC	Champ
7th	Edinburgh Trial	MCC	Champ/CC
14th	Ebworth	Stroud	ACTC invited
22nd	Exmoor Clouds	Minehead MC	Champ
29th	Tamar	L & NMC	Champ

November

5th	Bodmin	Camel Vale	Non ACTC
5th	Hardy	Woolbridge	Champ
26th	Allen	BMC & LCC	Champ

December

3rd	Camel Classic	Camel Vale	Champ
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Subject to alterations. Any amendments will be published in Re-Start

CC = Closed to Club.

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



Burning rubber on Simms - another Exeter pic - and another unsuccessful attempt, this time by Bill Foresheaw in the GVS - unlike him to fail this one.

Paul Eamer

MOUTHS ON WHEELS

Correspondence

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

From Ralph Venables:

Your last issue of "Re-Start" was full of entertainment, and I noted with some alarm that my infamous plaid socks were well featured on both the "Shock Horror" pages. Both the shock and the horror were all mine

The opening paragraph on page 44 described Perce Harden as a Marlin driver, and you stated that the notorious socks were a gift from Perce to me. Not so - on both counts! Perce is an MG driver, and his only connection with the highly-coloured socks was that he was there when I bought them. The rest of the story was all too true...

Perce was a very forceful motorcycle scrambler long ago, then later switched to motorcycle trials riding with equal success. Another very successful motorcyclist was Graham Forsdyke, whose three-page account of the Ilkley Classic Trial is featured in your last issue. Graham achieved best sidecar performance in the Welsh Two-Day Trial on more than one occasion.

Looking at the 1995 MCC Exeter Trial programme, I noticed a motorcycle team comprising three car drivers - Terry Mattin, Jim Templeton and Dick Dawe - entered under the name of The Carboys. Most motorcycle competitors seem to go forward to cars. Good to see these three went backwards from cars to bikes.

From Chris Coote:

Following some discussions after the Exeter, there seemed to be some support for an MCC/ACTC triallists get together in an area just south of Bristol. The idea is to provide a series of evening pub meetings, at which tall stories and tales of epic climbs can be broadcast at large, in company which has some sympathy and idea of what you are on about! I have

volunteered to act as the contact man, and to organise the first venue in a suitable hostelry readily accessible by members from Bristol to Taunton (and beyond if they care to come along). Could I therefore ask you to place a notice in the magazine, giving my office and home telephone numbers as contacts for these meetings. The first venue and date will be selected after I have hopefully received a few calls indicating support and convenient dates. Thanks for your anticipated help in this.

From Ian Blackburn:

LITTON SLACK

Having lived in fear of the approach track to this section for years and having made a perilous descent during the White Peak Trial, I at last confessed my fears to some other competitors, and guess what? They too were afraid but also afraid to admit it. I now believe it is time to speak out and perhaps avoid the fatal accident which is waiting to happen here.

The MCC have used this approach on the Edinburgh for many years. In the usual dryish Autumn weather the surface is reasonably grippy, but during prolonged wet spells the grip is minimal. The track has an adverse camber towards land falling ever more steeply to the left, such a car leaving the track must inevitably crash into the gully. Near the bottom there is a deep unguarded drop inches from the track. To descend this track at all calls for extreme care (on the White Peak I got my passenger out to assist the car to stay up on the track as the steering was not responding) and yet no route card ever warns of the danger.

Organisers must wake up and stop placing competitors at risk. Except in dry weather this section must not be used until substantial work has been done - ie resurface the track. Even then warning should be given in the route card.

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 01297 24621 evenings 01297 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: 01494 863110 anytime

FOR SALE

1934 Riley 9. The Burr ridge'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 Burr ridge 01761 241223

FOR SALE

Talbot Samba - ex Graham Watton (1st FWD to win a Triple). Fully prepared - "Ready to Trial". Phone Kevin Durrant: 01202 708322

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

Do you suffer from infertility? Do you wish to increase your family? Then I suggest you consider buying my VW Fugitive! It seems that every time my wife drives the car she gets pregnant!! Save me from the population explosion. Its all your for £1850 ono. David Parry
Tel: 01823 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: 01297 24611 Evenings 01297 23034 Day

FOR SALE

Falcon Trials Car, Reg 2330 DU;
1953, E93A powered. £2000.
Contact: Dean Partington 01332 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

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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

MARKET PLACE

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Marlin Roadster 1.8 Classic trial prepared; 4.1 roller bearing diff & spare; sump guard; spaxS shocks; 14" wheels; many new parts; well sorted, nice to drive. £2,000 ono
Peter Robinson Tel: 0149081 271

FOR SALE

Cannon, Class 8 Trials Car (Big Boys Toy)
1700 cc Kent; Wellwell sorted; wire wheels; new tyres; many new parts. £3,500
Contact Steve Strutt: Tel 01327 353280

FOR SALE

Siva Roadster (Dr. Who car)
Fully trials prepared & probably the world's only competition Siva; great fun to drive; finished in space yellow; masses of spares; haggle around £2650.
Contact John Turner
Tel: 01579 82992 Daytime 383939

**ALL SMALL ADS WILL BE RUN IN THE NEXT ISSUE UNLESS THE EDITOR HEARS FROM YOU.
PLEASE INFORM THE EDITOR IF NO LONGER WANT THE AD TO RUN.**

AUSTIN 7 RESTORATION & COMPETITION PREPARATION

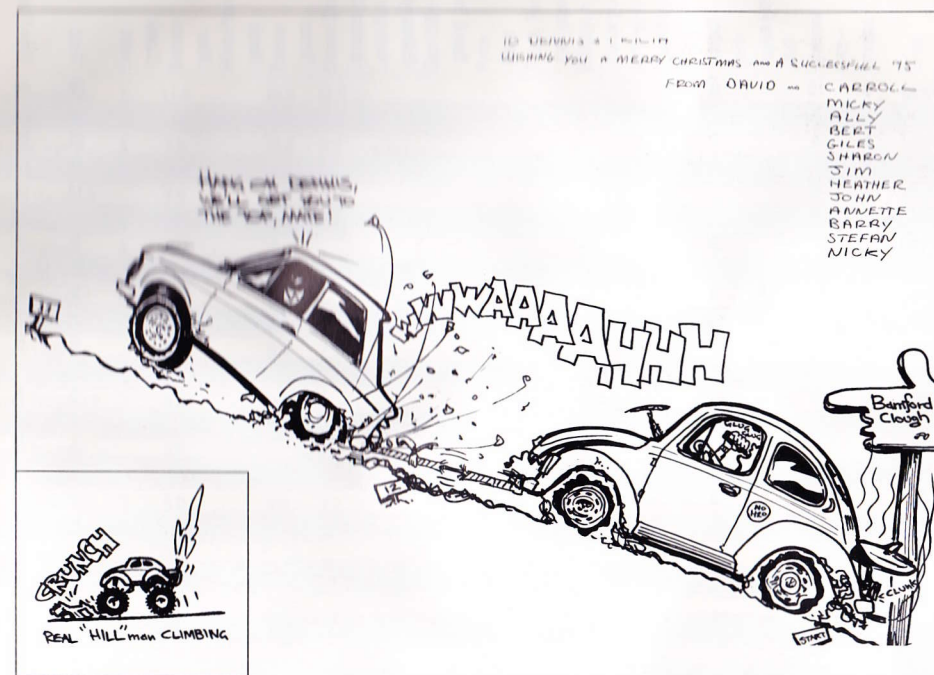
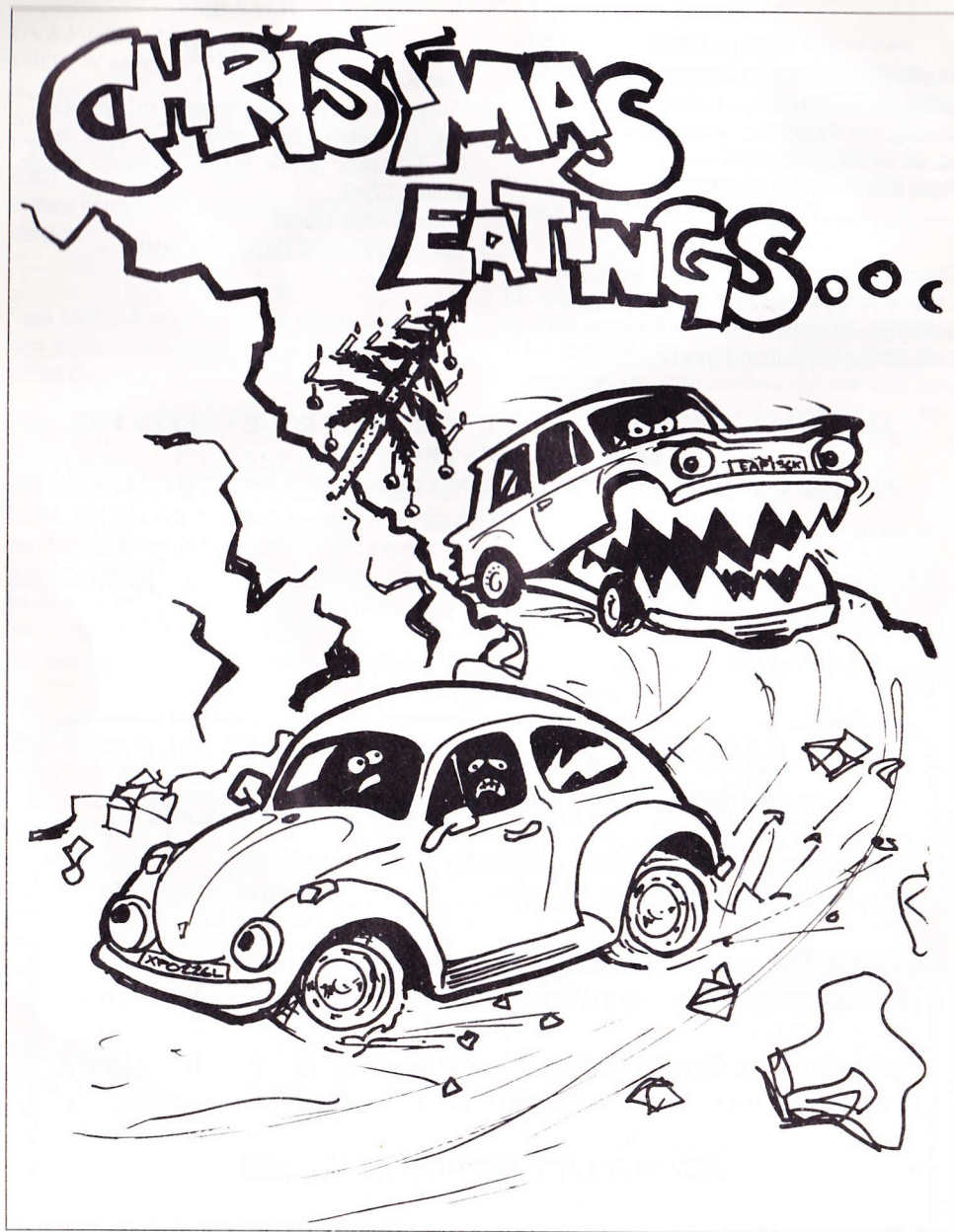
Full restoration service - chassis, bodywork, trim.
Chummy, Ruby, Tourer, Sports 65, Opal, Saloons, Specials

Competition preparation - engines for trials, racing, hill-climbs, safety cut-out switches, fire extinguisher installation.

1994 Classic Trials - Silver on the Exeter; Gold on the Land's End; Bronze on the Edinburgh - all in our Austin 7 Special.

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01460 66434



Poor Dennis Greenslade! He found himself plagued all year by the amazing Hillman Imp of David Heale. And just as he settled down to Christmas, hoping to forget all about the nightmare of "that *** Imp" champing at his heels, this delightful Christmas card dropped on his mat! The list of names are David's many passengers - it appears that not one was brave enough to sit in the suicide seat more than once - can't say I blame them having seen that photograph of the Imp on Bamford Clough (see last issue)!

Wheelspin League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Cloude	Lands End	Exe Valley	Kyrle	Taw & Torridge	Edinburgh	Exmoor Cloude	Tamar	Hardy	Allen	Camel	Total	Core Total
Paul Bartleman	5	10		9	4											28	28
Michael Chatwin	3	9			10											22	22
Dudley Sterry	5	4		7	5											21	21
Frank Burton	5			4	9											18	18
Mike Workman	3	8			3											14	14
Mark Kessell	3	7														10	10
Julian Dommatt				2	7											9	9
Anne Templeton	3				6											9	9
George Davey				8												8	8
Brian Cope	1	6														7	7
Terry Coventry	3			3												6	6
Philip Roberts				6												6	6
David Alderson	3	2														5	5
Dick Bolt	5															5	5
Roger Brooking	5															5	5
Dennis Greenslade	5															5	5
Dave Llewellyn				5												5	5
John Skinner	5															5	5
Peter Treliving	5															5	5
Greg Warren	5															5	5
Paul Eamer	3															3	3
Jeremy Flann	3															3	3
David Haizelden	3															3	3
Malc. Hazlewood	3															3	3
David Miller	3															3	3
Brian Osborn	3															3	3
Alastair Queen	3															3	3
Tony Rothin	3															3	3
Tim Thompson	3															3	3
Mark Tooth	3															3	3
Jonathan Toulmin	3															3	3
David Turner	3															3	3
Tim Whellock	3															3	3
Phil Winnel	3															3	3
Simon Woodall	3															3	3
Mike Wordsworth	3															3	3
Andrew Carter					2											2	2
Tim Lakin				1	1											2	2
Graham Brasier	1															1	1
Gerald Burridge	1															1	1
Peter Hart	1															1	1
Simon Robson	1															1	1
Nick Ryle	1															1	1
Keith Vipond	1															1	1

Crackington League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Cloude	Lands End	Exe Valley	Kyrle	Taw & Torridge	Edinburgh	Exmoor Cloude	Tamar	Hardy	Allen	Camel	Total	Core Total
Paul Bartleman	5	11.0			10.0	10.5										36.5	36.5
Michael Chatwin	3	11.0			7.0	11.0										32.0	32.0
Dudley Sterry	5	7.0			10.0	8.0										30.0	30.0
Mike Workman	3	10.0			8.0	7.0										28.0	28.0
Julian Dommatt		7.9			9.0	9.6										26.5	26.5
Frank Burton	5				10.0	10.6										25.6	25.6
Tim Whellock	3	10.5			10.3											23.8	23.8
Tim Lakin		6.9			8.0	8.6										23.5	23.5
Peter Treliving	5	8.5			8.3											21.8	21.8
John Bell		7.0			6.0	8.5										21.5	21.5
Jason Collins		8.9			5.0	7.6										21.5	21.5
Graham Brasier	1	10.1			10.2											21.3	21.3
Anne Templeton	3	4.0			5.0	9.0										21.0	21.0
Mark Smith					9.2	9.4										18.6	18.6
Garry Preston		6.8			10.2											17.0	17.0
Philip Roberts		8.0			9.0											17.0	17.0
David Alderson	3	5.0			3.0	4.0										15.0	15.0
Dennis Greenslade	5				9.6											14.6	14.6
Greg Warren	5	9.0														14.0	14.0
Mark Kessell	3	10.9														13.9	13.9
Terry Coventry	3				9.0											12.0	12.0
David Haizelden	3	8.8														11.8	11.8
Simon Robson	1				10.6											11.6	11.6
George Davey					11.0											11.0	11.0
Dave Llewellyn					11.0											11.0	11.0
Angus Stewart		10.8														10.8	10.8
Jeremy Flann	3	7.5														10.5	10.5
Andrew Carter					10.4											10.4	10.4
Ian Blackburn					10.1											10.1	10.1
Dave Smith					10.1											10.1	10.1
Michael Braddock					9.5											9.5	9.5
Perce Harden					9.2											9.2	9.2
John Ludford					9.2											9.2	9.2
Brian Cope	1	8.0														9.0	9.0
Michael nJones					7.5											7.5	7.5
Michael Leete					7.4											7.4	7.4
Ray Easterbrook					7.0											7.0	7.0
Brian Alexander		6.8														6.8	6.8
Peter Davies					6.6											6.6	6.6
Matthew Sharratt					6.6											6.6	6.6
Tony Branson					6.5											6.5	6.5
Malcolm Hazlewood		6.0														6.0	6.0
Terry Mattin					6.0											6.0	6.0
Peter White		6.0														6.0	6.0
Phil Winnel					6.0											6.0	6.0
Peter Davis		5.9														5.9	5.9
Dick Bolt		5														5.0	5.0
Roger Brooking		5														5.0	5.0
John Skinner		5														5.0	5.0
Peter Quinn		4.9														4.9	4.9
Raymond Archer																3.0	3.0

Wheelspin League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Lands End	Exe Valley	Kyrle	Taw & Torridge	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Core Total
Chris Coote				3.0												3.0	3.0
Paul Eamer	3															3.0	3.0
David Miller	3															3.0	3.0
Brian Osborn	3															3.0	3.0
Alastair Queen	3															3.0	3.0
Tony Rothin	3															3.0	3.0
Tim Thompson	3															3.0	3.0
Mark Tooth	3															3.0	3.0
Jonathan Toulmin	3															3.0	3.0
David Turner	3															3.0	3.0
David White	3															3.0	3.0
Simon Woodall	3															3.0	3.0
Mike Wordsworth	3															3.0	3.0
Harvey Harrison				2.0												2.0	2.0
Grahame Marshall					2.0											2.0	2.0
Gerald Burridge	1															1.0	1.0
Peter Hart	1															1.0	1.0
Nick Ryle	1															1.0	1.0
Keith Vipond	1															1.0	1.0

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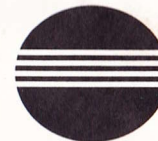
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