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The

Association of Classic Trials Clubs

Magazine

The Quarterly Bulletin of the Classic Trials World

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Editorial

It would appear that although the number of listed championship contenders (that is all you people reading this - unless you are reading somebody else's copy!) has only fallen slightly, the number of entries in events is still very low. Why?

It is clear that there is still a great deal of enthusiasm for the sport but less enthusiasm for getting out of bed on a Sunday and driving round getting cold, wet and muddy for the sake of climbing to the top of a few sections. Of course nobody with a degree of sanity would countenance such an activity in any case so perhaps this means that trials competitors are suffering from the dreaded infliction "saneness and rationality", a condition for which there is no known cure.

Joking apart, it is important to find out why competitors are not coming out in the numbers they used to. It is true that all sports, not just motor sport, are suffering from a reduction in active members but we need to find out what factors are discouraging participation in Classic Trials. Perhaps we need to publicise the sport more - something which in the past was thought to be a bad idea, mainly because events were so oversubscribed anyway. Now that this is no longer the case, perhaps we should be thinking again.

Each one of us can do our bit; encourage your friends to come on a trial with you or invite them for a wonderful day out marshalling! You never know, they may get hooked.

And if you are one of those competitors who used to be out every trial but are currently 'resting', let us know why through the pages of *Re-Start*. Don't be shy, you may have a very good reason. Maybe you don't find it fun anymore or maybe you have pressing commitments which have forced you into retirement such as taking the kids to football on Sundays or taking the dog for a walk. If it is something to do with the sport itself then shout about it because nothing gets changed if you keep quiet.

Many thanks to all of you who have supported *Re-Start* so marvellously this year. The photographs and articles have been coming in great numbers -keep it up.

Apologies that this did not arrive in time for Christmas but with the Camel running a week later it has been a great rush to get it out with the last minute champ tables.

Very Happy New Year to all and successful trialling in 1996.

Simon Says...

The Etiquette of being a Trials Driver.

I had a recent conversation with another of the old stagers of the sport, not that I had considered myself an old stager, until as part of that conversation it was drawn to my attention that I have been a member of the MCC for 25 years. In said conversation the fact came to light that the majority of MCC members, and therefore by inference the majority of current Classic Trials drivers, have been doing it for less than four years. When I started trialling, one was always allowed to look at the hill before attempting it, and part of the pleasure of the sport was discussing a difficult spot with the other drivers. Such behaviour is no longer permitted, because it causes delay. The reason it causes delay is that there is no longer any awareness of "The Etiquette of being a Trials Driver".

Guideline 1) Moving up in Queues

It is expected of competitors that a person capable of moving the vehicle should remain with it at all times. Too often delays are caused because both driver and passenger are at the front of the queue trying to see what they can of a section. Often they do not notice that there is no one in front of them and because their car is way down the track do not realise that the event is waiting for them. Even if the queue is long, the car should not be left and should be moved up as soon as a gap appears in front of it. You may think that it will be easier to leave it until several cars lengths appear and then move up a distance in one go, but what you may not be able to see is that further behind you a farmer or a resident is trying to get through a gap, and your reluctance to move is imperilling the whole future of trials in the area. It only takes one complaint to prevent a trial passing a particular point.

Guideline 2) Being Ready to Start

The MCC operates what they call the 30 second rule, and it should be assumed to exist on all other events. It means that if you are not ready to start a section within 30 seconds of arriving on the line the marshal is empowered to give you a fail. Most do not do so, but the fact that they don't is no excuse for chatting to your friends and not getting on. If there is no queue, get out, set your tyres and get on. If there has been a queue you should be ready to go the instant you draw up to the line. Getting out of the car and having a last look at this point is very bad form.

Guideline 3) Waiting for Friends

Trials are supposed to be a sociable sport, and travelling with ones friends is part of that, but it must be done in consideration of the impact that it has. Most trials are based on competitors travelling at 1 minute intervals. If you are car 1, but you wait for your friend who is running car two, you arrive at the first

section one minute late, because you have arrived at car 2's time. And car 2 is waiting - a delay has started. You climb the hill and wait. You arrive at the next hill at the time car 3 should have arrived and because you both arrive together a delay is formed. At the back of the field, the initial delays caused have expanded into an hours delay. If you are travelling with friends, only wait for one other person, and if one of you is slower than the other in re-inflating tyres and sorting after a section, always make the slower car attempt the section first so that they are sorting while quicker to sort car is climbing.

Guideline 4) Marshalling

Always be polite to marshals. When you leave a section, a cheery wave and a thank you goes a long way, even if the Marshal has just called you a complete pillock for stopping somewhere stupid. If your entry has been refused for an event because the list is full, volunteer to marshal. We all know you were free that day, because if you weren't you couldn't have entered the event, so there is no excuse not to. You don't know, but it is possible that the club has a black list, and that if you missed you run but then marshalled, they might ensure you get a run the following year, or not. In general, try to think about what you are doing. The marshals do not like to stand around when nothing is happening, which will be the case if there is a delay on another hill, possibly caused by not adhering to guidelines 1-3. If they have to hang around longer than expected, they won't come again, and the sport will not survive because there will be no one to run it.

Guideline 5) Parking

After you have completed a section, do not just stop in the middle of the track to re-inflate tyres, stop only where people can get past. The person behind may not have let tyres down, or has some other need to get on. Their progress is helping to reduce the delay that your slowness in sorting is generating. The argument that you do not wish to travel far with the tyres low is not a very strong one, if it were a single site event you would leave the tyres down all day, and if that part of the track were still Observed, you would happily drive along it with the tyres down.

The Holsworthy Motor Club's Taw and Torridge Trial

Report by Jason Collins

The first trial of the second half of the season, for me anyway. I had competed in the MCC Testing Trial the week earlier although that was mainly a field based event. So I was very keen to try out some small modifications that had been carried out on the Beetle.

I guess that part of the fun in our sport is the continual 'messing' about with the vehicle, trying to develop an edge over the friendly competition. I am getting to the stage with my car that I feel just about happy with its performance, and if it fails to get off a re-start or make the top of a section, then so be it!

I felt that the Taw and Torridge Trial went exceptionally well, it was ideal weather conditions with some wet underfoot, whilst above, for the most part, the sun had a 'go'.

The main decision of the day was, in my opinion, Roger Pole's who had taken the plunge and decide on tyre pressure restrictions, if at all. However, Roger settled on 12 psi for front engined and 15 psi for rear engined, classes 3 - 8 only.

This proved to be spot on as far as I could see throughout all classes, hardly any punctures and the Trial being won by an Escort. Surely this sort of tyre restriction is the way forward; after all, classic trials sections do not change too much whereas technology pushes ever forwardand the class 7 and 8 vehicles gain further competitive advantage over the sections.

To me it makes sense that the cars be handicapped rather than sections becoming hard, if indeed such natural sections can be found, that they become positively dangerous for the higher classed vehicles and just impossible for the lower ones.

I'm not going to waffle on about all the different sections used on the trial, just pick a few.

Hunstone Woods' re-start was a mite tricky, I hadn't realised that the tracks were so prominent at the re-start, no doubt some trickled off, whilst others (myself included) pushed the loud pedal to the floor.

Riverton, as rocky as ever, seemed to require ground clearance more than grip, the main left hand corner of the section is a real gem - get that wrong and things could get interesting very quickly.

Week Farm had as usual a nice little sting in its tail, the re-start was on an 'S' bend of steep grass only a few yards from the end of the section. However whilst I was inflating my tyres and watching the other cars get exercised, a Golf was driven beautifully up and around the last corner - very impressive!

The mid trial halt at Torrington was enjoyable, although vegetarians were not welcomed at the mobile chuck wagon, even the chips were of whilst I was there; so back to the lunch box to see what the once normal looking food now looked like after completing a couple of sections.

Tucker's Mill was a good 'ole blast, plenty of grip and off we flew, I don't remember that one from last year; if it is new or re-used after a lay-off period, then I hope it's back to stay for a while.

Langtree Common; this section cost me a round of drinks in the pub afterwards, there was a side bet between me and a certain Dellow - I lost!

Haytown was a section for the light

footed driver, either you had it or you didn't, once those wheels spun you were doomed. By this time my perfect score was tarnished by Langtree Common and Haytown. Oh well at least I could try to redeem myself at .....

Cutliffe Lane - now when I saw that an unscheduled re-start had been put in for some of the lower classed vehicles I thought - no problem, obviously a desperate measure to stop at least a few today; you know it's funny how wrong you can be.

Crossleigh was very kind to me this year, probably a lot to do with the re-start not being placed on the side of a rock cliff! After completing this last section we had time for a spot of spectating; it's amazing how any car stands the pace of a classic trial, especially on a regular basis.

So, back to the White Hart for signing off and for me anyway, paying off a lost side bet. The Taw and Torridge Trial is a credit to the Holsworthy Motor Club. All the marshals and members should be proud of their Club for staging this excellent event.

RESULTS

	Class	Marks	S/T time
Bernie Muir	1	22	37.01
David Haizelden	1	38	30.28
Tim Whellock	2	2	28.62
Clive Kalber	3	0	21.46
Paul Bartleman	3	0	22.73
Andrew Martin	3	0	24.37
Dick Bolt	3	4	F11.77
Raymond Smith	3	10	23.62
Bill Vanstone	3	17	30.99
Philip Roberts	3	19	29.85
Colin Jeffery	3	48	33.41
John Bell	3	57	24.16
Spencer Sandford	3	57	26.43
Paul Blackmore	3	96	32.87
Bob Barrow	4	5	32.20
Richard Ward	4	21	37.50
Rich Welch	4	25	33.31
Richard Thompson	4	73	26.67
Ian Facey	6	10	24.27
Graham Brasier	6	20	23.78
Julian Dommett	7	9	21.17
Mark Kessell	7	15	F+10.77
Jason Collins	7	20	28.00
Frank Burton	7	20	28.47
Jonathan Toulmin	7	27	24.79
Ray Easterbrook	7	30	34.07
Adrian Marfell	7	31	21.23
Peter Davies	7	32	F+9.61
Ken Orson	7	42	33.16
John Turner	7	67	30.82
Jon Moores	7	Retired	
Jeff Blight	8	6	28.23
Charles Shopland	8	9	20.78
Bill Foreshew	8	10	42.40
Adrian Dommett	8	11	F+15.04
Dave Prowse	8	12	22.09
Mick Workman	8	16	29.60
Mike Chatwin	8	17	25.27
Trevor Johns	8	39	31.58
Stephen Hurley	8	43	24.17

The Ilkley & District Motor Club's Ilkley Trial

Report by Brian Cope

This is the third year that Ilkley & District Motor Club has offered its Ilkley Classic Trial and the first occasion to qualify as a full ACTC Championship round. So much was expected of the meeting as 38 car competitors and 35 motorcyclists congregated at the Club's headquarters in Poole, on the banks of the River Wharfe near Otley.

Those of us who had ventured this far north in previous years were expecting some immaculate arrangements and we were not disappointed. The paper work was excellent and the Tulip route card a work of art. There can be no doubt that the Ilkley members went out of their way, (inspired no doubt by Clerk of the Course, Peter Colman) to reach new heights of excellence.

The organisers task is never easy and one has to realise that it is never possible to please everyone and, by this time, Peter will have come to recognise this.

The first two hills at Car Side were intended to warm-up the drivers but they did a little more than that. Mike Chatwin/Adrian Linnecor (Troll) were quickly in trouble with a brake problem that caused difficulties on the descent and then Anne Templeton, who has made a habit of winning this event, dropped a rare point.

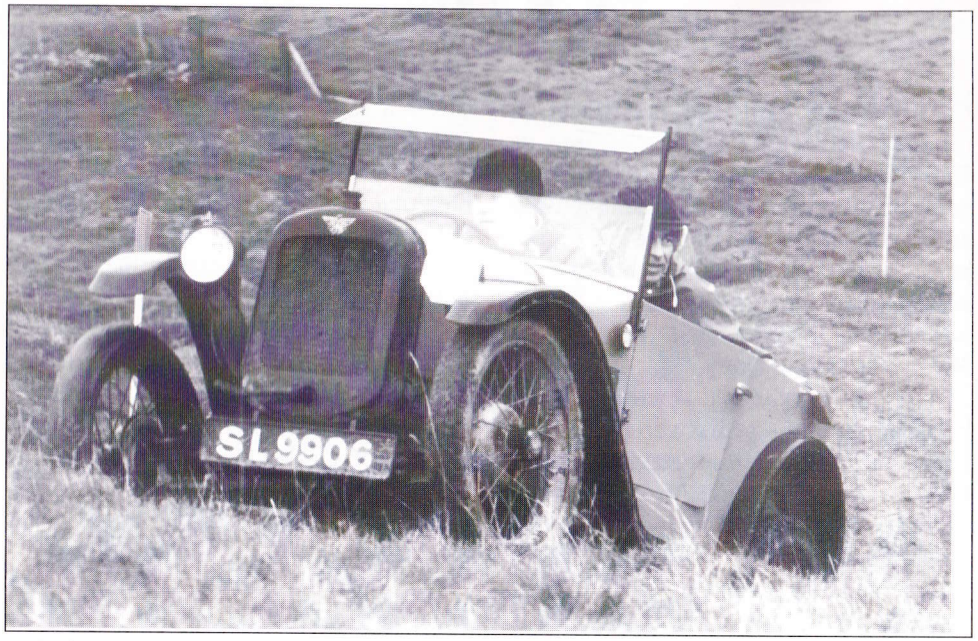
One of the main attractive features of this meeting is the large contingent of VSCC Austin 7 competitors who are especially welcome at all our meetings since they not only bring the element of nostalgia but they also provide good, keen competition. Such competitiveness is not confined to within their calls for they are often a match for the more modern machinery. The Clerk of the Course helps in this direction by ensuring that they have preferred routes on the most difficult hills but no such concessions were available on Browns Wood and several of the A7 clan failed the restart.

Dob Park provided a real classic section dating back to the old days. (I heard it said that the Roman's (who established an encampment at Ilkley) used this Observed Section for some of their Chariot Trials! It starts with a dip into the river across a rough ford, but with the dry summer, the river level was low and no-one faltered.

The crews took to the forest at Sword Point and the course divided to provide class 8 with a special challenge. After descending down a wooded track, crossing a difficult camber which caught out many, the track veered upwards through rocks and tree stumps and only the courageous succeeded. Mike Chatwin was fearless and so too was Dean Partington (DP Cannon) who also claimed a clean.

Then the route ventured on towards picturesque Fewston. Maybe it was the beauty of the surroundings that led to the downfall of so many or perhaps it was the ambiguity of the test itself. Let me see if I can explain.

The section followed two routes with classes 1 through 7 following a nice gradual incline whereas class 8 were required to sweep of to the left up a grassy knoll, across a difficult camber, then left again to gain more height then sharp right down the knoll, to rejoin the track favoured by other classes. Those of us who graduated from the Production Car Trials



Father and son on a Sunday outing.
Jeremy Flann' Austin 7 on Peels Wood, last section on the Ilkley

Tim Whellock

academy recognised the technique and a couple of clean climbs were recorded whilst the majority of class 8 scored 11's. But then came the surprise. The Clerk of the Course had decided to time the section and, in the event of a tie, award the winning place to the SLOWEST Car! Well a little novelty is all well and good and ACTC likes to encourage enterprise but let us examine the format. With some classes taking a different route to others, how can time (fastest or slowest) be used to distinguish a winner. Makes a nonsense of it, don't you think?

In the end, such niceties were not required and the entire timing exercise was academic but it serves to show how careful the Clerk of the Course needs to be, doesn't it?

Julian Dommett (Dellow) made an innovative and successful climb of Muddy Joe that I had the pleasure of witnessing from the bushes. I had to dive for cover as the airborne Dellow approached.

By now the views of the Yorkshire moors were quite spectacular but spoiled a smidgen by the high winds. So as the crews approached Cockhill Mine the sight of the lunch wagon was most welcome. After a brief stop, the drivers tackled two sections. Again class 8 was invited to take a left deviation which left the stony track and tackled a grassy, greasy incline which no one could conquer. There was quite a large crowd of spectators at his remote site, which is yet another indicator of the rowing popularity of our sport in these parts. On Cockhill Mine 2, the restart

failed to trouble class 8 but this time the organisers were able to halt all of class 7 save Julian Dommett. The little Austin 7's all exhibited a failure here too.

Then we returned southwards and encountered another grassy field pegged out in a familiar PCT fashion. Though we enjoyed the challenge, the consensus seems to be that such sections are best avoided in real classic trials championship events. We heard comments about four-wheels-out and similar nonsense abstracted from "The Beginners Guide to PCTs". But excessive criticism would be unfair for the West End section actually found the winner for this meeting and the Clerk of the Course succeeded in the sense that class 2 and class 8 winners were only separated by one point at the end of the day. And that takes some organising.

The north country welcome, the excellent organisation and the generous display of silverware make this event worthy of greater support. However, with so many clubs anxious to include their meetings in the ACTC Championship calendar Ilkley members would be advised to follow the guidance given by the ACTC Council if Championship status is to be retained. And I hope they will respond positively, because the potential of the Yorkshire Dales takes a lot of beating.



Richard Morby on his first Classic Trial - the Ilkley. It looks as though his passenger has had enough!

Anne Whellock

The Ilkley Trial Results

	Class	Marks	S/T time
C Sykes	1	83	0.00
P Masters	1	88	0.00
H Stringer	2	13	23.58
Tim Whellock	2	32	26.63
Paul Clay	2	40	14.57
Jeremy Flann	2	40	14.76
R Morby	2	47	25.04
H Clague	2	74	16.64
K Dobinson	2	75	14.02
W Mellor	2	99	17.79
Paul Bartleman	3	20	19.36
J Bell	3	45	16.82
David Child	3	70	0.00
Alastair Queen	4	27	11.43
J Scott	4	53	0.00
M Trodden	4	96	0.00
Graham Brasier	6	26	40.20
R Porter	6	30	11.20
Julian Dommett	7	45	0.00
R Hodgkinson	7	76	0.00
J Bamber	7	86	0.00
David Maynard	7	86	0.00
A Rawson	7	98	0.00
Brian Cope	8	12	33.65
Mike Chatwin	8	18	29.48
Tony Rothin	8	34	0.00
Mike Workman	8	34	0.00
Dean Partington	8	38	0.00
Simon Woodall	8	38	0.00
Phil Bovill	8	49	0.00
Alun Lewis	8	50	0.00
Anne Templeton	8	Retired	0.00

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The MCC's Edinburgh Trial

Report by Roger Bricknell

The Edinburgh Trial began with a three hour motorway slog from darkest Cornwall to the M5 Strensham Services for the official start. The route took us via Coventry to Ashby Services, where results showed that several competitors failed to report and thus faced exclusion from the results. On to the Salt Box for breakfast and the event started with Agnes Meadow as a warm up - it was so for Dennis Greenslade as his electric fan had fused and failed to cut in. David 'diagnostic' Heale soon had things put to rights at the summit and we were on our way again.

We next tackled Excelsior, Bareleg and Old Longhill in the opposite direction. It was clear by now that the timing for this part of the route was so relaxed that we were all way ahead of time. At Dirtlow Rake special test there was an impromptu holding control because the official halt at the Marquis of Granby was full to over-flowing. We were being held to release pressure in Bamford and the net result was that we spent four hours of the best part of the day sitting around waiting.

When we eventually arrived at Bamford Clough we were greeted by the sight of cars failing to leave the start line. The line was higher than usual and on a particularly greasy patch. Even those who got away suffered degrees of wheelspin in the process. We were able to make a fairly steady climb but the top of the hill was as rough and slippery as I can remember. Looking through the results it is clear that only about 30% of the car entry cleared the section so this was obviously the cause of



No, not a trail of Bosnian refugees - just an MCC queue!
Ian Blackburn heads the cars waiting to go to the Marquis of Granby.
Anne Whellock

the delay.

The marshalls at Bamford were operating a very efficient system of returning failures down the hill,but in spite of this long delays built up. I believe that the clerk of the course misjudged the timing requirements of the event bearing in mind the easy nature of the earlier hills and the severity of the later ones.

After Bamford it was on to Haggside where David Heale suffered a surprising fail when the Imp jumped out of first gear on the section. What a way to lose a Triple!

Jacobs Ladder special test next - rough, steep and downhill. One day the club will be able to use it as a climb - should make a good hill.

There were a few complaints that the next section, Rowlands, was not a true classic hill. It was a challenge, however and perhaps it is a good idea to introduce a few different types of sections from time to time.

Litton Slack was in fairly mild temper this year, in spite of the rain - probably the result of much work done by the MCC providing a reasonable amount of grip all the way. Calton turned out to be the final section as Overwheal and Putwell were cancelled due to the event running late. Calton too has suffered the effects of a working party; unfortunately an over zealous attempt to moderate the hill has left the top so smooth and well graded that it will be years before the section is a challenge again. Even the start area which was a little slippery has had stone rolled in so that there is no chance of failing.

Although many of the sections were relatively easy, especially in the earlier part of the trial, it transpired that Bamford Clough was the stopper on the day and was in fact cancelled for Class 1. 32 cars gained gold medals and at the end of the MCC season five Triples were awarded with the best performance of the series going to Paul Bartleman in his Escort - well done Paul.

The Edinburgh Trial

Report by Brian Bull

After last years blockages and delays, the MCC decided to administer Senna Pods in copious quantities to alleviate the problems. This worked so well in the early stages and the whole Trial got so far ahead of itself there was a distinct possibility of it 'all being over by Xmas' to quote the 1914 optimists. However Bamford Clough claimed its rightful place as the 'Western Front' of Classic Trials and came to the rescue to such good effect that the last three section had to be cancelled to finish at a reasonable hour. Frankly, I would not want to be in the 'hot seat' of the organisers on this one; whilst many will say it's not the same without re-starts, it's impossible to judge how things will go on the day/night. The three MCC classic trials cater for such a variety of vehicles and driving skills, I seriously doubt if one could ever mix the perfect cocktail.

The night run from Toddington went all too well for us (a moonlit drive) until the rain decided to join in halfway as it always does sooner or later. The drive was followed by the famous Salt Box stomach liner complete with Govt. health warning (wouldn't miss it for anything), then off to the hills for some fun.

All went surprisingly well as for once I kept my right foot under control. This I may say did not stop my passenger moaning on ad nauseam about the merits of nice warm saloon cars with heaters and radios (wimp).

Special Test 1 was achieved okay 1½ hours ahead of schedule then..... stop. We waited along with what seemed to be the complete entry, whilst the rain poured down and conversation got sillier and sillier. In due course John Hayes, C of C. appears as if from nowhere (how does he do that?) and explains that the delay is due to the fact everyone is far too early and the Marquis of Granby can't cope.

Eventually on to the Marquis via a route check with Mr and Mrs Perry Mason alias Geoff and Mary Margetts. A quick chat and Geoff shows us a bit of well turned leg (made my day) and assures us that he'll soon be back in the chorus line (I think he already is).

We clattered up Bamford as did most of class 8 but the section claimed fails from over half the car classes. Haggside did not cause much trouble and so on to Great Hucklow where some kind souls (J. Hayes pixies) had spirited away the rock allowing the unsteerable VW to get straight at the Class 8 bit O.K. (phew!).

Rowlands was a bit slippery at the bottom. We made it and watched a super climb by Brian Alexander in his Fiat 850, cheered on by all This section caused almost as many fails as Bamford among the car classes.

A third of the production classes failed Litton Slack this year, in fact the results show that a Skoda driver failed because he "footed"! What was he doing?

On to Calton where, having put on extra speed to clear the mud at the top, we arrived pell-mell to find that someone had pinched every scrap of it! (they'll nick anything nowadays). Back to Buxton (passenger still bitching on) all over by 5.30 so couldn't claim any overtime. A quick chat with the urbane and perfectly formed Chairman, a dip in the pond to cool off and so to the B & B for a wash and brush up before hitting the town.

Great day, thanks to all at the MCC.

Sad Day Out for an Austin Seven

Anne Whellock's account of the Edinburgh

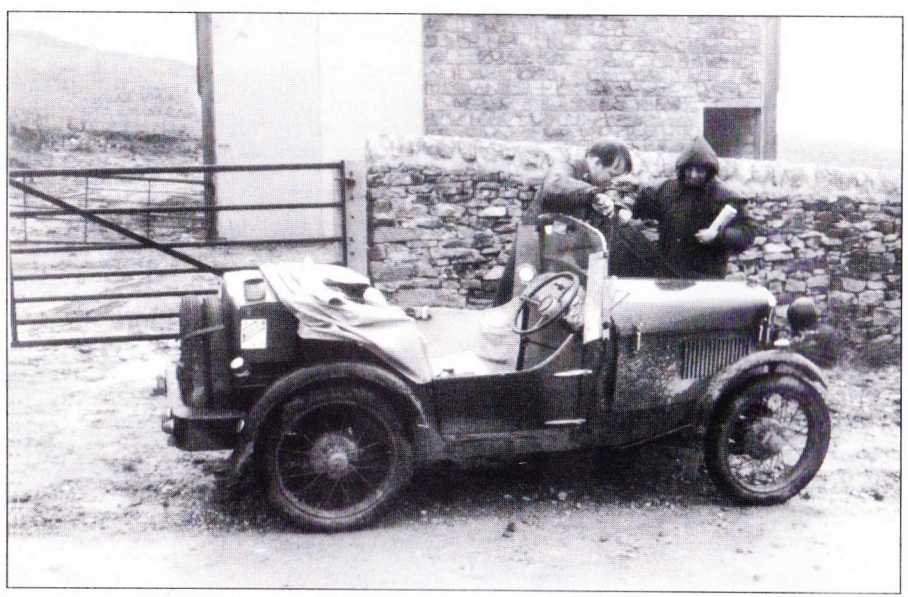
Here to delight and entertain all you Austin 7 haters is the story of our retirement from the Edinburgh. Our first retirement ever in 5 years of trialling.

Things were going really well until we got stuck out on a hillside with queues of other competitors looking something like a trail of Bosnian refugees. By the time we got to Bamford Clough our mood was tired. On discovering that the Clerk of the Course had moved the start line up the hill so that we didn't have to bat like loonies over the little bit of slightly damaged tarmac at the bottom put us in an even more negative mood. Of course, we didn't manage to get enough steam up to clear the Clough so the marshals had to push us on and upwards. Thank you marshals.

Then we failed Rowlands.

We got up Litton Slack, the first time ever, probably because we'd already failed two sections and Tim was certainly not going to fail a third, but then 200 yards down the exit road the distributor drive pin sheared and jammed between the two gears causing the armature shaft to shear as well. Not a lot Tim could do about that without a spare dynamo.

We did find a spare pin in the ice cream box of bits under the seat and manage to get it securely in the hole with the help of some light from a friendly farmer who, of course, wanted to go down the track that we had chosen to park in to do the repair. But the sheared armature shaft was unrepairable. So there we were stuck in the



John and Vivien Turner checking the engine is still under the bonnet while waiting in the queue at Dirtlow Rake

Rob Cull

entrance to a lane with seats out, bonnet off, tools and bits all about the place and of all the lanes in Derbyshire this was the one the farmer wanted to go down. There were not many competitors coming out the top of Litton Slack but we managed to stop one and send a message back to the Pavilion for our mate John Green. The kind lady and her boisterous sons who live in one of the houses along the top road let us use her phone so we got hold of a recovery marshall who towed us back to Buxton. Thank you Mr. Recovery Marshal.

It was a long haul home on the RAC. Another sad Edinburgh.



Dudley Sterry imparts words of wisdom about his MG J2 to various old trials hands including Eric Wall (left) and Neville Heath (right). This was taken at the petrol station on the night run where there was a route check - several competitors didn't stop and were excluded as a result

Rob Cull

The Minehead Motor Club's
Exmoor Clouds Trial

Report by David Alderson

Sunday 22nd October dawned bright and clear for Minehead Motor Club's Derek Merson Sponsored 24th Exmoor Clouds Trial. A small motorcycle entry, including Keith Leo's Norton Wasp outfit, led the cars away from Minehead Rugby Club to the traditional opener at Hindon. Here John and Jenny West and family extracted fewer marks from competitors than in previous years, although their craftily placed re-start for classes 6-7-8 managed to detain the 100E Special of Adrian Dommett/Mike Coles along with Carl and Peter Kiddell's very original Dellow. Not a good start for the side valve boys!

Back across the A39 the trial paid its first visit to the Hon. Rolly Litton's Middlescombe Woods. The first section winding in and out of the tall conifers was expertly dealt with by the majority despite a re-start for 6-7-8. Brian and Eileen Alexander enjoyed a rare clean in their class, the little Fiat 500 joined by only Mathew and Simon Sharratt's Beetle, leaving the rest of a well supported class 4 floundering on the last part of the climb.

The exceptionally dry conditions on Middlescombe 2 caught out David and Emma Alderson's Troll when too low tyre pressures called for the inevitable clutch dip at 2. Mike Workman later swore that the odour of burning Ferodo lingered long into the morning!

The trial moved on to ever challenging Slade Lane, here John England sadly retired his Escort with axle maladies and a number or experts were once again stopped by the horrendous rock step re-start at 10. Tim and Anne Whellock made a spirited clean climb despite the diminutive Austin 7's delicate appearance and several other competitors were lucky to make the top after a rash of punctures meant scrabbling out on the rims.

Next it was the now traditional water-splash special test at Pinn Quarry. Some of the rear engined runners decided to really have a go, reasoning that water in the ignition was not a factor to slow their river crossing. Brian Cope with Kieron Patterson in the Shuttle made a spectacular dash, the bow wave filling the little car's cockpit,, Brian pressed on undaunted but alas, he caught the B marker to collect a fail so the cold dip was for nothing. Kieron later refused to be quoted on the subject! However the same ploy certainly did work for Steve Vincent and Mark Groves in their Austin Maxi Special, despite the inevitable and spectacular soaking they took fastest time at 11.34 from the more circumspectly driven Alderson Troll on 12.56.

With wet tyres and often misfiring engines, competitors now attacked the difficult Druids Combe. Here Clerk of the Course Dick Hutchings really turned the screws stopping class 1, class 2, all but Paul Bartleman in class 3, (although Dick Bolt took an agonising I in his Escort) and all of class 4. Graham Brazier with Nigel Allen made it in their big Beetle from the re-start but a good crop of the rest of classes 6/7/8 didn't.

The long but relatively dry Leigh Barton came next but few experienced any difficulties this year. The inevitable re-start for 7/8 stopped newcomers Stephen Dyer/Simon Willey in their Baja Bug

although they found that swapping their large rear tyres for the much narrower fronts had improved grip,

Moving on past the virtually empty Wimbleball Lake reservoir the trial route now undertook a couple of miles of "Green Laneing" before arriving at new find Hartford Bottom. Here Dick Bolt managed to perch his Escort in a most precarious position on the outer edge of what was a very tight hairpin right. The ensuing rescue caused some delay and rather unnerved the waiting competitors many of whom erred cautiously to the inside of the bend and subsequently collected 7's.

So to Port Lane, this year in fair condition and as usual offering one of the most exhilarating blasts in classic trialling. John and David Bell, Escort, joined Paul Bartleman and Graham Brazier as the only clean saloons here, discounting of course Jason and John Collins usual immaculate effort in the clipped Baja Bug. The rest of 7 and 8 enjoyed their spirited cleans but sadly Pete and Pat Bevan broke their smart new Shopland at 2 and were forced to retire.

The second timed test followed at Kemp, where once again the Alderson Troll was spectacularly airborne to take fastest at 25.61 from Mark and Keith Hodges Troll on 26.33, Clive Rayson and Mark Collins roared their VW Variant Special through in 26.78 for third fastest with no-one else breaking the 27 second barrier.

The Downscombe sections next, and Angus Stewart smartly despatching competitors onto the first section where the smooth grassy hairpin left climb was thankfully drier than in previous years. Little problem here for most. Downscombe 2 was also far drier than usual taking marks at the re-start only from Stephen and Janet Bailey's Midge, D. and N.Parsons DPS and the Rayson/Collins Veedub Special.

As the watery sunlight ebbed slowly away the trial moved on over Exmoor to the very stoney Lucott section. Here one or the local Escorts wrecked its diff so conclusively that it was impossible to move the stricken car until the axle had been stripped out. The resultant delay ensured that almost half the field ended their trial in darkness. Despite the severity of the surface and the polished 1 in 2 rock slab on the inside of its tight left hairpin, Lucott was unable to take many marks back into the organisers pot. Only former winners Peter and Carol James Troll, the Baileys, the Parsons and the Kiddells succumbed to its rocky re-start

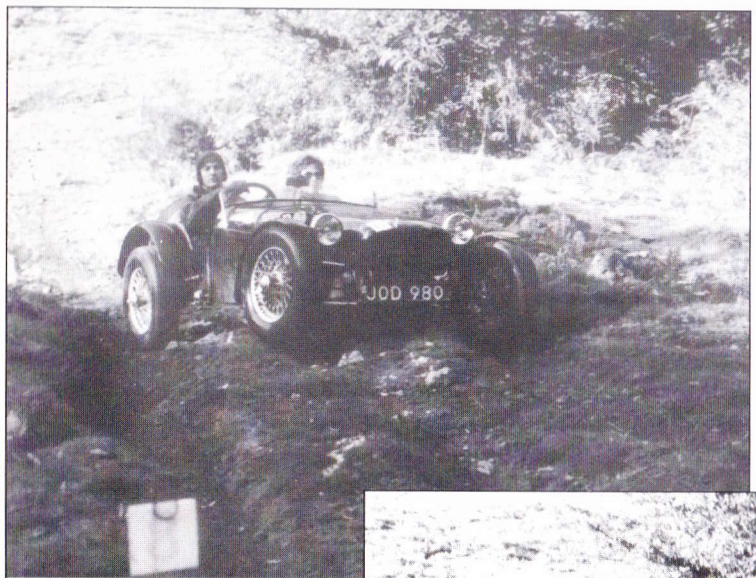
Finally back to Middlecombe for the last two sections of the day. A "magnetic" tree at 9 on the penultimate section managed to attract the Hodges' Troll along with Simon Woodall/Barbara Selkirk's Buggy, the Brazier Big Beetle, Mike Wordsworth's Midget, the Sharratt and Gillard Beetles, Mal and Dunny Allen's Skoda, and the Escorts of Bell, Farmer and Roberts.

Perhaps the mishap on Middlecombe 3 caused poor Mike Wordsworth to take a maximum on the last section, the only other casualty here being Anne and Jim Templeton's Troll whose clutch disintegrated on the re-start giving Anne an undeserved 6 to spoil an otherwise good scorecard.

Back then to the Minehead Rugby Club for signing off and the telling of unlikely tales. Final totting up revealed no less than five clean sheets, a reflection surely on the

very dry conditions experienced this year. Worthy winner and co-incidentally best Minehead member was Charlie Shopland ably assisted by Roger Coles in Charlie's beautifully built Shopland Mk2. Bill and Carol Foreshew stepped up for the class 8 win after a faultless day in their GVS Mk2 whilst Julian Dommett and Antonia Ashby again took class 7 with a clean sheet in their Dellow.

Other class winners were Martin Hounsell / Chris Wilson Mabor M5 GT?!! That's what the programme says! Tim and Anne Whellock's Austin 7, Paul Bartleman, Escort, Graham Brazier, Big Beetle and Rich Welsh with Mark Hobbs Beetle just one year to the day from Rich's classic trials debut. A leg badly broken in an accident at work has kept Rich out of his Beetle Cup racer this year but trialling seems to be the best form of physiotherapy he could have chosen!



Two ways to tackle the Pin Quarry Section.

Peter & Carol James came out of the ruts in their Troll but for some reason were given a fail at the bottom



Tim and Anne Whellock in their Austin 7 stayed in the the ruts and cleaned it. They didn't have to do the mean re-start though which stopped quite a few specials.

Dave Parry

The Exmoor Clouds Results

	Class	Marks	S/T time
Martin Hounsell	1	50	51.86
David Haizelden	1	53	53.61
Tim Whellock	2	19	52.78
John Green	2	Retired	
Paul Bartleman	3	7	50.39
Dick Bolt	3	10	49.61
John Bell	3	22	46.77
Andrew Martin	3	22	15.98+F
Philip Roberts	3	46	50.67
Nick Farmer	3	65	41.27
Jane Vile	3	Retired	59.53
John England	3	Retired	
Rick Welch	4	25	45.72
Brian Alexander	4	35	55.46
Matt Sharratt	4	35	61.64
Colin Gillard	4	38	43.83
Mal Allen	4	47	50.82
Mark Wilson	4	62	16.03+F
Ewart Pickles	4	70	71.03
Bob Barrow	4	Retired	
Neil Plumridge	4	Retired	
Mike Wordsworth	5	50	50.39
Graham Brasier	6	26	48.70
Andrew Curtis	6	42	44.46
Julian Dommett	7	0	68.95
Frank Burton	7	17	47.05
Jason Collins	7	18	48.93
Peter Quinn	7	36	51.41
Carl Kiddell	7	67	58.24
Stephen Dyer	7	78	49.27
Ray Easterbrook	7	Retired	
Bill Foreshew	8	0	42.04
Charles Shopland	8	0	42.56
Mike Chatwin	8	0	43.04
Dudley Sterry	8	0	49.71
Brian Cope	8	3	F+28.72
Mick Workman	8	7	44.53
Steve Vincent	8	8	38.49
Anne Templeton	8	9	41.89
David Alderson	8	15	38.17
Mark Hodges	8	17	44.21
Peter James	8	23	42.13
Adrian Dommett	8	26	69.87
Clive Rayson	8	27	41.72
Simon Woodall	8	34	45.29
Dave Parsons	8	36	46.34
Stephen Bailey	8	40	51.10
Pete Evans	8	Retired	

The Tamar Trial Results

	Class	Marks	S/T time
Ian Cundy	1	36	65.68
Mike Tucker	1	51	F+33.25
C Jeffery	1	Retired	
Tim Whellock	2	43	73.22
B Smith	2	50	106.62
Ken Vest	2	62	F+47.22
John Turner	2	75	F+44.91
Paul Bartleman	3	11	75.92
Dick Bolt	3	35	91.03
R Smith	3	48	96.00
John Blakeley	3	100	82.15
A Ball	3	Retired	
A Martin	3	Retired	
A Glassborrow	4	34	71.95
A Rendle	4	Retired	
Bob Barrow	4	Retired	
Roger Hancock	4	Retired	
N Allen	6	24	71.88
Julian Dommett	7	13	70.94
Jason Collins	7	14	86.51
Jon Moores	7	16	90.18
Frank Burton	7	23	86.76
Mark Kessell	7	32	F+38.09
Jon Kessell	7	33	80.64
Ken Orson	7	37	85.26
S James	7	39	F+39.44
M Warnes	7	Retired	
Ray Goodright	7	Retired	
Dudley Sterry	8	11	69.48
Mike Chatwin	8	11	74.50
Mike Workman	8	16	73.74
Anne Templeton	8	18	70.09
David Alderson	8	22	64.20
Adrian Dommett	8	23	94.06
Dave Prowse	8	24	66.92
Bill Foreshew	8	38	63.11
A Davis	8	70	74.55
O Ingram	8	72	81.01
S Lehni	8	92	124.74

The Launceston & N. Cornwall Motor Club's
Tamar Trial

Report by Mandy Hobbs

The weekend started on the Saturday when we drove to Cornwall and booked into the Riverside Hotel. Then after a walk around Boscastle Harbour we all piled into the Cobweb for the pre-trial compulsory booze-up and discussion about the next days event. We had already met up with Bill & Carol Foreshew and Mike Workman had travelled down with us as I was to be his passenger. Frank and Brenda Burton arrived just after us and the evening got going very nicely with lots of alcohol flowing. Mark and I were very good and retired to bed at about 10.30 pm as Christopher was beginning to flag slightly. I dread to think what time the rest came to bed.

The next morning after an early breakfast we climbed into our trials clothes to try and find the start at Callington Cricket Club. Unfortunately there were no arrows out to show us the way but we got there eventually, passing a man frantically waving a newspaper at us. We were not sure if he was showing us the way or telling us to clear off.

Anyhow, we found the Cricket Club and having done all the usual things we set off just after 9.00 am. The first section was a time test, but only in the middle. It had to be attempted with road pressures. There was quite a long wait for no apparent reason, as the section was impossible to fail. We found the timed part and blasted through.

Section 2, Trebeigh, was quite slippery with a re-start which we cleared okay but several competitors either failed the re-start or were judged not to have stopped astride the line. On to section 3, Pencrebar which I remembered from last year in the Fiesta when we had a very good climb so I was looking forward to this one in a class 8 car. It was much drier than last year with nowhere near as much mud so we romped up it.

When I saw the next section, Morden, I saw straight away why it was for classes 7 and 8 only. It was very rough but we had a good climb and cleared it. Bill and Carol Foreshew were not so lucky as they had the first of several punctures of the day and collected a 5 here. We helped them change their wheel before continuing to Mine View which was long and very slippery with lots of grass. We had quite a hold up at this section and the trial was now running late. Special Test No. 1 was next and Mike did very well here, just missing a large tree trunk. We stopped and watched a few through the section and it seemed that everyone was trying to hit that tree trunk. Bill took the opportunity to patch a few inner tubes.

On to Trackway which started on the flat and then a sharp right hand corner and a straight blast up a very steep bank. This caused few problems for classes 7 and 8 but the production cars all failed apart from the Ford Escorts of Paul Bartleman, A. Ball and A. Martin and the Hillman Imp of Roger Hancock. On our way out along the top we developed a knocking noise and on investigation it was found to be the half shaft. This was soon repaired by Bill and Mike and we made our way to Section 7, Bedrock. This has got to be the best section I have seen in a long time. Lots of slabs and sheer walls of stone up each side. I had a job to stay in the car as Mike drove



Above: the rear view of Frank and Brenda Burton on Teagle's Teaser.
Below: The marshall's face says it all! This Jago Jeep was disqualified for illegal seating of the passenger

Tim Whellock



the section like a man possessed. Unfortunately someone had seen fit to put a tree root across the section because last year too many people had put up a good climb. It would have been nice to get a clear after all that effort but we only made it to 2, equal highest with the VW Beetle of Neil Allen. Angel Steps was next and again lots of slabs which were very wet and slimy. This one has always been quite daunting to me but after Bedrock it did not seem quite so bad. We made lots of smoke getting off the re-start but cleared it okay. Bill came up behind us with yet another puncture.

Mark was supposed to be watching on Section 9, Park Impossible, but had somehow ended up marshalling the re-start.. Everyone was coming back down the section saying they couldn't even make it to the re-start line, the section was so bad. We made it with amazing ease but the re-start itself was another matter. We struggled off with Mark shouting in my ear to bounce, which I thought I was doing to the best of my ability, but we only made it to the 4 which was the same as most class 8 . Only Dudley Sterry (MG J2) did better with a 3.

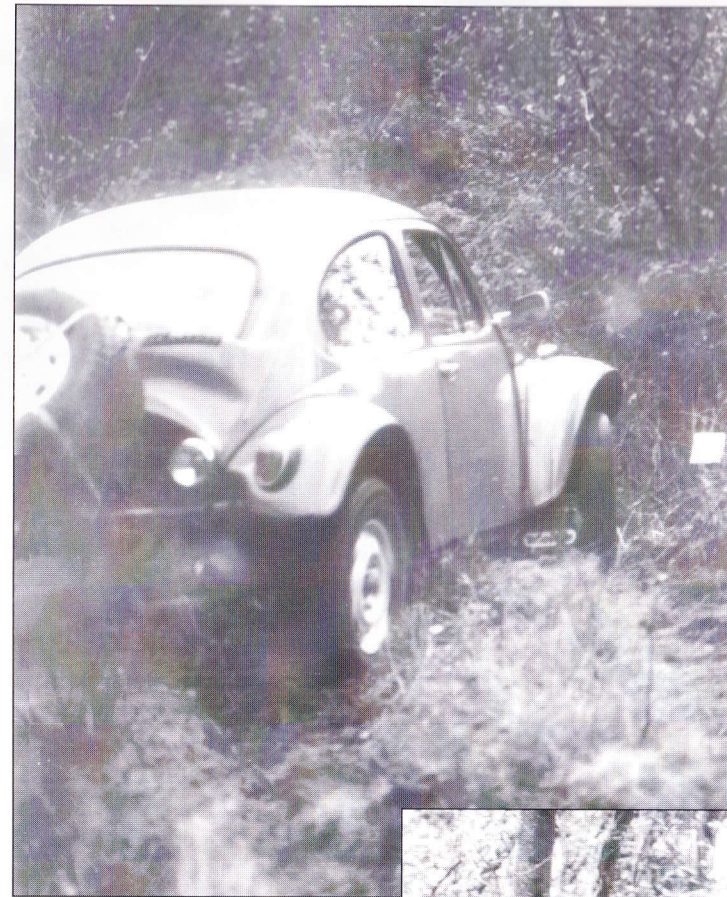
The trial was now running really late and the time control was cancelled. Section 10, Sallerton, had a bit of camber but we managed to get to the 1 marker. The next two sections were in the same wood, Teagles Teazer and Zig Zag. The first one was so short that I was wondering why we were heading downhill on a section when Mike explained that we were out of it and on our way to Zig Zag. This one lives up to its name but neither of these caused many problems for the regular competitors.

Section 13, Treworgie, was fairly simple but by now it was getting dark. By the time we reached Crackington it was pitch black. Bill Foreshew went up in front of us. We sat on the start line, someone blew the whistle and we were off. We had not quite reached the re-start line when in the lights we saw someone casually strolling down the section. Mike thought it best to stop. Apparently Bill had suffered another puncture and was stuck in the middle of the section with no spares, so we explained that we needed to get up the section to give Bill a hand so in the end the marshal decided to give us a baulk. Poor Bill was having a really disastrous day and we still had two more sections and a special test to do. We helped him change yet another tube and hoped that he would not get any more punctures.

It was difficult to see our way in the dark on Langley's Bottom wand we ended up with a 3. Several competitors did clean this in Classes 7 and 8 but only Paul Bartleman (Escort), Neil Allen (Beetle) and Tim Whellock (Austin 7) made it from the production classes. What a great climb in an Austin 7.

Mike found the Special Test difficult to steer because we had previously had a puncture on the front and had to use a rear spare which was bigger than the other wheel. We managed it and arrived at Treworld to find the re-start marshal had put on a fluorescent jacket on a stick and was dangling it into the track - very effective. We cleaned this along with the rest of the field and returned to Boscastle to sign off.

It was a good day with a few hold-ups. Thanks to the marshals and organisers and special thanks to Mike for taking me trialling this year.



Above:
Jason Collins gets his Baja Beetle a bit sideways on Teagles Teazer.

Right:
Antonia Ashby & Julian Dommett taking a break to discuss tactics using the Whellock Austin 7 as a resting place



The Woolbridge Motor Club's
Hardy Trial

Report by Frank Burton

The Hardy Trial is here again. This year is going to be my year, or so I thought. We arrived at the start and came across Jason Collins with a handbag over his shoulder which was a sight worth seeing! I think the start and finish venue is the best in the whole calendar.

The event began with special test no. 1 where Angus Stewart was in charge of the stop watch again and doing a fine job. Poor old Dudley Sterry, in his enthusiasm, hit a bank and put a hole through his nice new tyre and was not a happy chappie, especially when later on at Bayards, he got lost at the top due to red marker sticks everywhere. Easily done when you are first one up.

After a long wait at Section 2 Hell Lane, everything went along nicely. We made sure we didn't hit any markers like we did at Knowle last year.

Running with Jason Collins (VW Baja) and Julian Dommett (Dellow), we knew we were all close, with Julian having only dropped 1.

Having been warned about red markers at Bayards, Bren directed me between the gaggle of sticks to get to the top and Jason followed. Next was Waddock Wood. The last time we were there must have been thirty years ago in a Renault 750. we watched Jason go, only to see him drop 8 as he misjudged getting round a tree.

Two more hills then Meerhay. Two re-starts this year. Off the first on O.K. then disaster. I chose the wrong spot to stop at the second re-start - and there we stayed. Bren had suggested I stopped earlier in the box but ....next year?

Having looked at the results I think the best performance was that of Andy Webb. First time out in his Escort he beat Paul Bartleman by 7 points which was outstanding.

Julian Dommett was the overall winner beating Mike Chatwin by 10 seconds on test times.



After a brilliant year, Paul Bartleman's luck took a turn for the worse on the Hardy. Two punctures cost him a late arrival at the time control and 5 penalty points.

The Hardy Trial Results

	Class	Marks	S/T time
David Turner	1	27	N/A
Michael Tucker	1	29	N/A
Martin Hounsell	1	37	44.70
Rodney Thorne	1	Retired	
Tim Whellock	2	9	59.80
Alistair Stevenson	2	23	60.50
Jeremy Flann	2	28	64.00
Andy Webb	3	3	47.10
Paul Bartleman	3	10	39.90
John Bell	3	12	42.10
Greg Warren	3	14	41.70
Giles Greenslade	3	25	47.40
John Tite	3	35	48.50
John Blakeley	3	41	47.60
Chris Tite	3	41	N/A
Rich Welsh	4	6	N/A
Mal Allen	4	17	N/A
Colin Gillard	4	18	N/A
Jim Scott	4	23	N/A
Rowland Moores	4	34	N/A
Matt Sharratt	4	36	61.10
Michael Hardwill	4	Retired	

	Class	Marks	S/T time
Derek Chatto	5	29	42.90
Perce Harden	5	33	47.60
Nick Ryle	6	29	50.80
Julian Dommett	7	1	38.90
Frank Burton	7	5	46.90
Jason Collins	7	8	68.10
Peter Quinn	7	18	58.40
Graham Brasier	7	19	38.40
Nicholas Wort	7	26	50.70
Harvey Harrison	7	28	50.90
Ken Orson	7	32	N/A
Mike Chatwin	8	1	48.00
Mick Workman	8	4	36.80
Dudley Sterry	8	4	44.50
Brian Partridge	8	5	47.60
Adrian Dommett	8	6	68.60
Bryan Foreshew	8	12	44.50
Dean Partington	8	14	N/A
Ian Davis	8	17	44.30
Stuart Tucker	8	24	42.70
Brian Bull	8	Retired	

DAVID ALDERSON'S COMP. SHOP

AT

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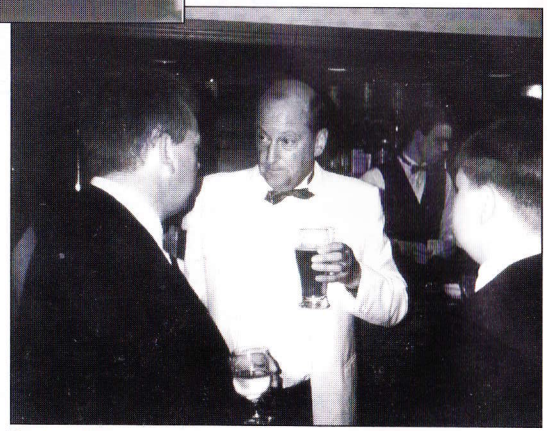
THE ACTC DINNER DANCE



Who said Worky was shy! Mike Workman & Janet Mattin get to grips with each other



Left: Gerald & Trish Burridge and party



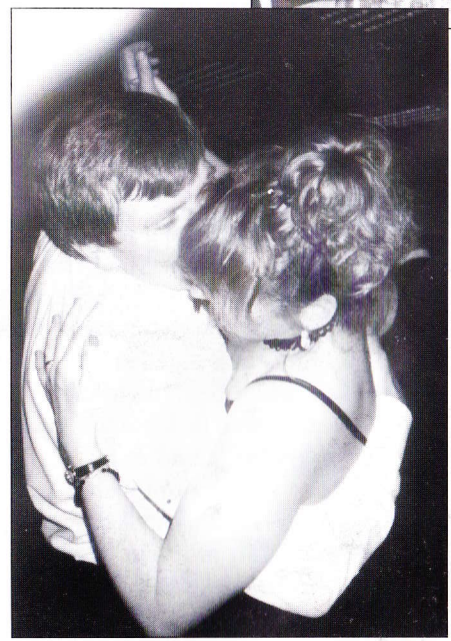
Mike Chatwin and Mark Hobbs discussing the quality of the beer available at the Aztec Hotel



Beauties & the Beastie! Peter James with Adrienne and Emma Alderson



Right: Paul Eamer and Neville Heath



Terry Mattin would like to know who this lady is!



Above: The Haddow/Mattin party

The Bristol Motor Club's
Allen Trial

Report by Anne Templeton

Why is it that I approach the Allen Trial with such trepidation? Perhaps it is because it is one of those trials where it is so easy to make a complete mess of a relatively easy section and the knowledge that the results are going to show what complete prats some class 8 drivers are... well one anyway.

This is the only trial in the year which we can reasonably drive to on the day, being a mere three hours from home. Luckily the start was fairly late so we left at 5.30 am and wimpishly took the trailer. Ok all you "trailers shouldn't be allowed" brigade, I'm sorry. But it is the end of the day which is the nightmare, sitting in hour long queues in the pouring rain on the M25 on a Sunday night is no way to ensure an early start to work on Monday morning.Also, it says in the paper that pensioners have got to keep warm in winter so having done my best to give my navigator pneumonia all day, at least he's warm on the way home!

The weather was lovely for the first half of the day, we were blinded on most sections by the sun. The first section, Tog Hill, had been 'repaired' by the Bristol Motor Club and was like a main road. They say it will get better for future years. I do hope so. I'm not sure I go along with the MCC philosophy of making sections easy so competitors can climb them, I always thought that clubs running classic trials were supposed to find sections which the competitors couldn't climb.

Classes 1 -5 did Bitton Lane next which caught seven competitors out on the re-start, including Brian Osborn in his MGB. All the classes went on to Big Uplands. The sun was right in our eyes when we got to the re-start and I wonder how much this had to do with the 25 competitors who failed it. Derek Hibbert had his video on this one so some embarrassing attempts were on show at the finish. It was slippery but not too bad if the right spot was picked.

Classes 6, 7 and 8 then went to Guys Hell - sorry, Hill. There were separate re-starts, the lower one being for class 8. Watching others frying their tyres on this very slippery re-start, I stupidly decided to try and get off in second gear. This worked up to a point in that we did actually move off the re-start but then the trick would have been to back off which was not possible in second. Mike Chatwin, (Troll) who was on tenterhooks because the championship battle with Paul Bartleman was coming to a serious head, was the first class 8 to clean it much to his relief. He was followed by several others, Dudley Sterry (J2) made it look very easy - blast him.

Elwell was its usual flooded self but caused no problems for anyone except the respective Escorts of Chris Cates and John England. Strode collected a few on the re-start and also finished off Mike Chatwin's day when his clutch disintegrated on the section. Brian Bradshaw, his passenger, had to put him back together with a few mogadons - Mike being convinced that Paul Bartleman, who he knew was running clean at that point, could easily win this trial and put the championship out of reach. Mike was not a happy lad.

Travers was no problem to most but poor Graham Forsdyke and Maggie Snell



Smokin' Stephen Bailey on Big Uplands

Derek Hibbert

in their Racecorp managed to fail their third re-start of the day here.

How I hate Burledge, almost as much as Barty I should think. This year it was in prime form. and very slippery, even at the start line. The problem is that because one is likely to run aground, the tyre pressures need to be fairly high, but that makes the lower part of the section very difficult. Barty had a puncture and collected 11, a really bad piece of luck considering that his main rival was out of the trial. We managed to run aground whilst going flat out off the re-start. We came to a stop with such force that we were both almost flung over the bonnet. I suppose the problem with this section is that if you haven't got those vital inches of ground clearance, you haven't got a prayer. The older cars seem to relish Burledge though and there were notable cleans from Tim and Anne Whellock, Jeremy Flann and Richard Morby (Austin 7's) and Ian Williamson and Tom Dark (MG PB). All these class 2 brigade went clean all day.

Nanny Hurns Special Test was again run in the opposite direction to previous years. Much more tricky this way round as it involves completely circling the mound. Understeer was a problem with the longer vehicles, some of whom managed to comprehensively stuff their machines into the bank. Others, having done the tricky bit, set off a bit too quick to the finish line and caught themselves up against an unforgiving tree. All good fun though. The times as usual were very variable, Mike Workman managing 17.28 secs in the Golden Valley Special while Neil Forrest



Ian Moss making Big Uplands look easy

Derek Hibbert

in his Fiat X1/9 took over a minute.

Mill Lane and Twelve O'Clock Lane were both easy, even in the dark. The rain which had started to fall during the afternoon became serious as darkness fell and most competitors were faced with John Walker, the final section in a downpour. Paul Bartleman compounded a bad day with a puncture on this one and collected a 6, which was where a good number of the production classes came to grief. Classes 7 and 8 and all Class 2 sailed through.

Soaking wet and back to the Crown Inn at Tolldown where good food and hilarious videos saw the majority of competitors wait for the results which as usual in this trial revealed the top ten places spread through the classes with class 2 taking the most places.

Bristol Motor Club ran an immaculately organised trial yet again. The marshalling was excellent, a good spread of sections giving everyone a chance of success. I think though that as the club often have several competitors on the same points, it could be worthwhile for them to consider having special tests which make more demands on driver skills rather than machine power. Perhaps a preferential start line on Nanny Hurns, but might not be a bad idea for class 2 for example. The other test could involve more manoeuvring. This is not intended as a criticism in any way - just a thought for next year when we will definitely be back to conquer Burledge, if we are invited.



Jonathan and Pat Toulmin trying to get close to nature on Nanny Hurns Special Test. The bank they are investigating collected a number of nature lovers

Derek Hibbert

The Allen Trial Results

	Class	Marks	S/T time
Terry Coventry	1	21	50.32
Alan Spencer	1	41	74.52
David Haizelden	1	Retired	
Tim Whellock	2	0	54.74
Ian Williamson	2	0	58.43
Jeremy Flann	2	0	77.00
Peter Treliving	2	2	57.64
Gerald Burridge	2	4	61.41
Ian Moss	3	3	43.23
Mark Linforth	3	4	44.41
Greg Warren	3	10	54.07
Philip Roberts	3	16	61.55
Paul Bartleman	3	17	54.29
John Bell	3	18	52.84
Philip Smith	3	18	63.92
John England	3	25	219.29
Chris Cates	3	Retired	
Ken Green	4	0	68.92
Brian Alexander	4	10	120.28
Mal Allen	4	18	104.02
Rich Welsh	4	24	63.79
David Greenaway	4	30	62.67
Simon Robson	4	42	112.02
Richard Cullen	5	3	58.21
Rob Cull	5	4	97.40
Dave Smith	5	9	49.07
Derek Chatto	5	12	45.68
Brian Osborne	5	36	101.50
Graham Brasier	6	0	45.35
Mike Hobbs	6	9	55.48
Ron Butcher	6	9	83.21
Michael Leete	6	34	58.05
Neil Forrest	6	45	92.11
Julian Dommett	7	0	41.36
Frank Burton	7	0	50.40
Tim Lakin	7	3	45.88
Fred Gregory	7	5	61.99

The Allen Trial Results (cont)

Jonathan Toulmin	7	7	63.62
Harvey Harrison	7	12	60.76
Peter Davies	7	15	59.74
Simon Woodall	7	15	60.41
Ken Orson	7	17	49.49
Jason Collins	7	18	48.01
Nick Wort	7	19	53.16
Brian Moss	7	19	57.58
Graham Weekes	7	20	82.76
Robert Hodgkinson	7	22	61.18
Robin Isaac	7	27	56.94
Dean Partington	8	0	40.18
Dudley Sterry	8	0	42.25
Dave Parsons	8	3	42.82
Tony Young	8	3	52.41
Mick Workman	8	6	38.34
David Alderson	8	6	39.75
Adrian Dommett	8	6	61.13
Anne Templeton	8	7	46.39
Bill Foreshew	8	18	42.34
Stephen Bailey	8	18	48.47
Graham Forsdyke	8	24	44.18
Roland Panes	8	27	57.23
Duncan Welch	8	30	46.50
John Parsons	8	Retired	
Clive Booth	8	Retired	
Mike Chatwin	8	Retired	

The report and pictures of the Camel Trial will be published in the next issue

The Camel Trial Results

	Class	Marks	S/T time
Ian Cundy	1	58	26.47
David Haizelden	1	72	27.90
David Symons	1	Retired	
Tim Whellock	2	62	30.88
Adrian Ball	3	42	19.67+F
Paul Bartleman	3	43	30.17
Rodney Burrows	3	50	27.59
Mark Linforth	3	53	28.72
Andrew Martin	3	53	19.55+F
Ian Moss	3	54	26.61
Clive Kalber	3	56	33.30
Tristan White	3	56	34.06
John Bell	3	70	41.55
James Vivian	3	72	48.08+F
Derek House	3	86	30.80
Nicholas Padgett	3	100	34.48
Roger Hancock	4	34	26.49
Nathan Mitchell	4	49	29.77
Rich Welsh	4	72	28.92
Roger Teagle	4	83	37.79
Chris Wilson	4	Retired	
Jon Robilliard	6	12	32.04
Graham Brasier	6	17	25.57
Ian Facey	6	20	23.99
Mark Bettin	6	36	30.50
Stefan Heale	6	46	27.87
Jason Collins	7	26	26.74
Jon Kessell	7	27	28.08
Julian Dommett	7	30	26.67
Mark Kessell	7	33	31.06
Peter Quinn	7	54	27.50
Ray Easterbrook	7	59	30.68
Mike Chatwin	8	9	25.58
Dudley Sterry	8	10	24.84
David Prowse	8	14	23.91
Jeffrey Blight	8	15	26.15
Adrian Dommett	8	15	34.26
Charles Shopland	8	17	24.37
David Alderson	8	18	25.27
Anne Templeton	8	18	28.64
Brian Cope	8	27	27.76
Terry Coventry	8	27	36.67
Mick Workman	8	29	24.89
Nigel Moss	8	30	26.30
Stephen Hurley	8	44	16.15+F
Michael Twine	8	49	29.49

A PROPOSAL FOR A NATIONAL CLASSIC TRIALS SPORTS CAR FORMULA (CLASS 8)

PLEASE NOTE!

The following is a proposal document only and is printed here in order that competitors can read, inwardly digest and then voice their views. Please send your comments to either Simon Woodall (Chairman ACTC)or Alan Foster(Chairman of the ACTC Technical Panel) Addresses supplied at end of document. Those are the official channels but you can share your ideas with your fellow competitors through the Mouths on Wheels pages as well!

With the sustained popularity of Classic Trialling, there has been an increase in the use of class seven and eight cars. The technical regulations relating to class seven are clearly defined and have proved workable and acceptable to competitors.

At present class eight technical regulations allow a free formula which to date has worked reasonably well, allowing competitors the choice of purpose built traditional style trials cars, older NTF Formula cars, Buggies and other rear engined specials.

Fortunately all these class eight options appear fairly evenly matched and trials organisers have successfully applied various acceptable methods of equalising class eight overall performance against the production based classes.

Perhaps now is the time to introduce a technical specification for class eight to ensure that the engineers and innovators in our midst do not abuse the "free-hand" the class currently enjoys, and produce unacceptable "freak" cars which may upset the equilibrium we currently enjoy.

On this basis the following proposal of modest limitations for class eight is submitted. It is intended to allow all current cars to continue competing but at the same time sets parameters for the future.

The following proposals are aimed at two specific areas:

A. The limitation of performance to ensure that sections need become no more difficult than those currently in regular use.
B. Some controlling influence over aesthetics to minimise public alarm at the appearance of the cars.

DESCRIPTION

Preferably open two seater front or rear engined cars, preferably of traditional sports car appearance.

CHASSIS/BODY

The chassis must be constructed of ferrous metal and be of space frame, ladder or floorpan design. The use of composite materials is forbidden. Composite materials may only be used in the construction of non-stressed body components, i.e. wings, nose cones etc. Wings should preferably be of swept or cycle style. A full width, full height windscreen must be fitted, this may be of the fold flat variety but the use of aero screens or low deflectors is not permitted unless the body is of pre '41 origin. Full panelling of the body is compulsory above a line drawn between the hubs.

DIMENSIONS

The minimum wheelbase must be 2.00 metres. The maximum permitted rear overhang is limited to 1.20 metres regardless of wheelbase. (This will allow two spare wheels to be carried). On front engined cars the distance from the centerline of the front axle to the centre of the foremost spark plug must not exceed one fifth of the wheelbase. On front engined cars the crew may be seated no further back than the centerline of the rear axle. On rear engined cars the crew may be seated no further back than the leading edge of the rear wheels. On all cars the fuel tank must be situated at the opposite end of the cockpit from the engine. The minimum weight of the car must be 550kg measured unloaded, without ballast, but not dry.

ENGINE

The cylinder block must be derived from a production car unit. Motorcycle derived engines are not permitted. Engine tuning is unrestricted

TRANSMISSION

The gearbox casing must be from a production car and must be connected directly(via an adapter plate if necessary) to the engine. The use of separate rear transaxles on front engined cars is forbidden. The final drive must be via a free uninterrupted differential, the use of locked or limited-slip differentials is forbidden.

WHEELS AND TYRES

Road wheels must be fully detachable i.e. no integral brake drum/disc. The minimum permitted front tyre section is 145mm or equivalent, the existing two tyre section difference rule applies to rear tyres. A maximum of two spare wheels may be carried preferably in an appropriate carrier of tubular construction. Solid steel stock or ballast filled carriers are not permitted.

SUSPENSION

Suspension must be of a type suitable for highway use and must be controlled by effective shock absorbers. The use of centrally pivoting beam axles is forbidden with the exception of Ford 8 & 10 type transverse leaf sprung front axle.

ELECTRICAL

Headlamps should preferably have a lens area equivalent to a 7 inch diameter headlamp. Forward facing auxiliary lamps may not be fitted. An effective electrically operated windscreen wiper must be fitted to all cars with the exception of pre '41 derived models. A battery ignition cut out switch must be fitted and clearly identified with the recognised blue and white electrical flash marker.

BALLAST

Ballast must be in a fixed position (i.e. non-variable) securely mounted, but detachable.

SAFETY

All cars should be fitted with properly constructed seats or upholstery. A safety roll-over bar is recommended but not compulsory. All cars must be fitted With a fire extinguisher of minimum 2.5kg capacity.

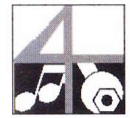
GENERAL

All cars must comply with the statutory requirements of the Construction and Use Regulations relating to the use of private motor vehicles on the highway.

It is envisaged that these proposals will allow the continuing use of most cars currently competing in class eight.

Existing cars constructed before the 1st January 1997 which are considered by their owners unable or unwilling to be adapted where necessary, may continue to be used in class eight until the 31st December 1999. Owners of such vehicles are invited to apply to the ACTC Technical Panel providing reasonable grounds for the granting of a waiver for the continued use of the vehicle in class eight after the closing date.

Send your comments to: Simon Woodall, Chairman ACTC
Dumbleton Brook, Eardiston, Tenbury Wells, Worcester WR15 8JR
(eMail address: 100325.1710@compuserve.com)
or
Alan Foster, Chairman ACTC Technical Panel,
68 Quarry Road, Winchester, Hampshire, SO23 8JS



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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 Editor does not necessarily agree with the opinions expressed!

From: Michael Leete (by email)
Thanks for another enjoyable Re-Start.
A few points of info. On page 19 the Skoda is driven by Neil Bray with Marc Lawrence as passenger.
Simon Robson (passenger son Matthew), class 4 winner on the Chase Clouds, was driving a Skoda not a Beetle. I am sure you will agree that this makes his achievement very credible.
On page 30 the "unidentified Beetle on an unidentified hill on The White Peaks" was none other than me, Michael Leete, passengered by Alan Blackwood, on Great Hucklow. We were actually reversing down after failing the section.
Finally we are all members of Falcon Motor Club, just admitted to the ACTC.

From: Brian Cope (by email)
Re: David Alderson's Ideas in Triple
Dear David
You Can't Be Serious !!
Knowing you as I do, I realise that beneath that Flying Officer Kite moustache you often conceal an impish sense of mischief and frequently it is only those people who detect the twinkle in your eye who come to realise that you rarely expect anyone to take your suggestions seriously.
This I take to be the basis of your Proposals for a National Classic Trials Sports Car Formula (Class 8) as published recently in "Triple". But just in case there is some one out there giving serious consideration to your contribution, I hope you won't mind if I join in the fun.
Lets begin at the beginning with the title. Class 8 has never been for sports cars. For as long as I can remember Class 8 has been the home of Non Production Cars complying with certain dimensions.
Your article contains lots of good north country common sense in the form of several paragraphs of introduction. You have observed, quite correctly, that there has been a growth in the number of both Class 7 and Class 8 vehicles and you note how well the arrangements are working for Class 7.
Class 8 allows a free formula "which to date has worked reasonably well"; contestants are evenly matched and organisers have found various acceptable ways of equalising overall performance against the production based classes.
All of this seems reasonable enough until the north country common sense seems to desert you when you argue that now is the time to introduce new technical specifications. I fail to see any logic in this. My old friend Ken Green used to say "If it ain't broke, don't fix it!"
Anyone reading your technical proposals could be forgiven for assuming that they were written by the Sales Director of the Troll thingy in order to try to prevent the introduction of better machinery.
I have enjoyed a chuckle at your proposals (they are almost as funny as your AH Trophy arrangements) but come on David, you can't be serious!

From: Tim and Anne Whellock
TIME CONTROLS ON TRIALS
On the Tamar Trial we learned of a new form of trialling called Tactical Trialling. As the pressure builds up toward the latter half of the season and competitors start lining themselves up for awards in the ACTC Championship all sorts new tactics are employed. On the Tamar Trial the "upper classes", who were sent off first, hung back or did they get delayed? Presumably in order for the "lower classes" to go ahead and clear out the section for them. At one point we were trying to zoom on a bit so as not to finish in the dark. Bit difficult to zoom on in an Austin 7. We are very conscious that we cannot easily and quickly catch up lost time. We found ourselves the first car at the section when there should have been at least 20 class 7 & 8's in front of us. When we got stuck just round the tight right hand corner as the section steepened those in the queue behind had to come and help us get out backwards. Consequently they had a good look at the section and they all cleared it. Of course their success on the hill was not because of the advantage they had gained from seeing the section first, was it?
So we too stopped for tea and a sweet chestnut gathering session and rejoined our rightful place in the proceedings. Serve us right for doing too well in the ACTC Championship up till now.
The Tamar Trial finished very late for all sorts of reasons competitors delaying tactics being only one cause.
On the Hardy Trial the organisers have got wise and in order for marshals not to be stuck out on hills waiting for hours for cars to come up the Clerk of the Course built in a time control. Those that arrived at the Time Control late got penalised points as per the RAC Blue Book. What we did not know at the time was how much delay was built into the road schedule. In fact, on calculating it afterwards the average speed was less than 10 mph. In an Austin 7 we just about managed that!
The point is that Classic Reliability Trials are just that. If you break down and you are delayed your vehicle is proving to be unreliable so you get penalised. If you get a puncture you may just be unlucky but there should be enough time delay built in to change a wheel (or two!). If you stop in a layby for half an hour for tea, sandwiches and cigarettes or stop in a pub for a beer you are causing the marshals out on the hills to be out longer than they need to be.
The Hardy Trial finished on schedule as did the MCC Land's End Trial where strict time schedules are also successfully imposed.
Those that know about motorsport know that events need to run on schedule to keep everyone happy. Those that got penalised on the Hardy Trial for arriving late at time control had their trial and their day's sport spoiled especially when they did extremely well on the hills. Classic Reliability Trialling is not just about climbing the hills.

From: Tim and Anne Whellock
Dear Editor
It seems Class 8 drivers are complaining about not winning Classic Trials anymore and Class 2 drivers are being accused of only having to turn up in order to win an award. How about us swapping vehicles for a non-championship event?. Maybe we could find out what everyone is whingeing about. Tim would love to have a drive in a reliable Troll and we're sure you would love to have a drive in a reliable Austin 7 - well, almost reliable. The Minehead Motor Club promote the Valiant Classic Trial in Middlecombe Woods in March. We did it this year and it proved invaluable practice for getting up sections that in the past we have never got anywhere near. You are invited to drive Froghopper if Tim can have a go in your Troll.
On the subject of sections that Class 2 don't get a go at we find that the steep, hard, rocky sections suit us quite well. Because of the Austin 7's superior ground clearance and narrow track the bounce and hop approach seems to get us to go places that you wouldn't think a pre war car could go. The harder the section the better it suits us. After all, you can always take your right foot off the accelerator, can't you? It's the thick gooey muddy ones with ruts that are too wide for our track that stop us.

Okay, you're on! Ed.

MARKET PLACE

FOR SALE

Class 8 VW special. 1600 Type 4. Fuel injection, ready to go. Tax & MOT. How do you describe perfection? Yours for a song ("Raindrops keep falling on my head" might be a good opener). Call 01491 838672 Brian Bull, and start negotiations that will probably make the Palestine peace talks seem easy!

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: 0297 24621 evenings (Seaton)

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

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

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

FOR SALE

VW Beetle 1970; 1300 engine rebuilt with reground crank and all new bearings. Prepared for trials with sump and front suspension guards, spare wheel carrier. Spares include a front beam and four wheels. It has almost been a class winner but failed because the driver didn't read the route card properly! (so the navigator said).
Alan Garbutt Tel. 0121 308 8113

FOR SALE

Falcon Trials Car, Reg 2330 DU;
1953, E93A powered. £2000.
Contact: Dean Partington 01332 832758 (eve) 0332 298011 (day).

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

The F.P.S. 1950's Special. Attractive & individual with 1600 OHV Fiat engine & Escort axle. Class 8 in a unique & affordable style. £1600
Brian Bradshaw Tel: 01327 857215 evenings & weekends.

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
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MARKET PLACE

WANT TO GO TRIALLING?

Ideal project; VW Beetle 1300 cc twin port; solid floorpan but body needs tidying; comes complete with advice on preparation and ten trials tyres. £650
Richard Penhale Tel: 01347 838340

FOR SALE

Marlin Roadster 1.8 Classic trial prepared; 4.1 roller bearing diff & spare; sump guard; spax 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; Well 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 Daytime383939

FOR SALE

1991 Troll; 1700 Ford Sprint spec engine; twin webbers; Fack diff; wire wheels (twin spares)
£10,250
Contact Derek Pearce Tel: 01454 324860

FOR SALE

"Boris" the successful VW 1302 Class 4 car. Complete with everything necessary to go trialling including spare engine and transmission; spare wheel rack; bucket seats; raised suspension etc etc.
£1250
Contact David Turner Tel: 01732 351981

FOR SALE

Dellow Mk 1. Ford Cortina pre crossflow 1500cc engine, 4 speed gearbox; 105E rear axle; hydraulic brakes; weather gear; roll bar; colour red; some spares
£5750
Duncan Gilbert Tel: 10392 59777

WANTED

TYRES. 5,50 / 18 or 19 New or useable
Adrian Dommett Tel: 0297 24621

Austin 7 Back Axle 1927/28ish
Julian Dommett 01297 24621

The Shock Horror Page

Bear Ejected in Woods Shock

Wooston, the constant furry companion of Mike Chatwin, was ejected from the tool bag in Middlecombe Woods on the Exmoor Clouds Trial. Mike arrived at the finish and discovered that his pal was no longer with him. Doom and gloom descended and several competitors volunteered to join the search party to go back and comb the woods. However, just as they were setting out a marshal arrived with Wooston in his pocket. Wooston later gave an exclusive interview to this organ.

He explained how the spring holding the foot pump (which was in the tool bag underneath the bear) had snapped off and he had been catapulted ten feet into the air. "I thought I'd had it," said Wooston, "I fell onto a tree root and was knocked out. When I came to a very smelly rabbit was offering me some water and a bed for the night; but I knew what she was after so I took the water and turned down the offer of the accommodation. I have to say that the security arrangements in my seat left a lot to be desired. I have had discussions with my driver and I think that, provided improvements are made, we will be able to avoid legal action. I have also asked for improved renumeration in view of the undoubted danger."

Many in the trials world feel that Wooston's reputed fee of 6 million is a bit steep, but on the other hand, it is unlikely that Mike would have won the championship without him. The danger is that other bears will start flexing their muscles!

Indian National Trials Team Prepare!

From our Far Eastern correspondent, Jonathan Williamson



The Indian National Trials Team are preparing to make an assault on the British scene. They have developed a vehicle which they expect to be allowed to compete in MCC events in Class E alongside Duncan Welch's Old Spot Piglet.

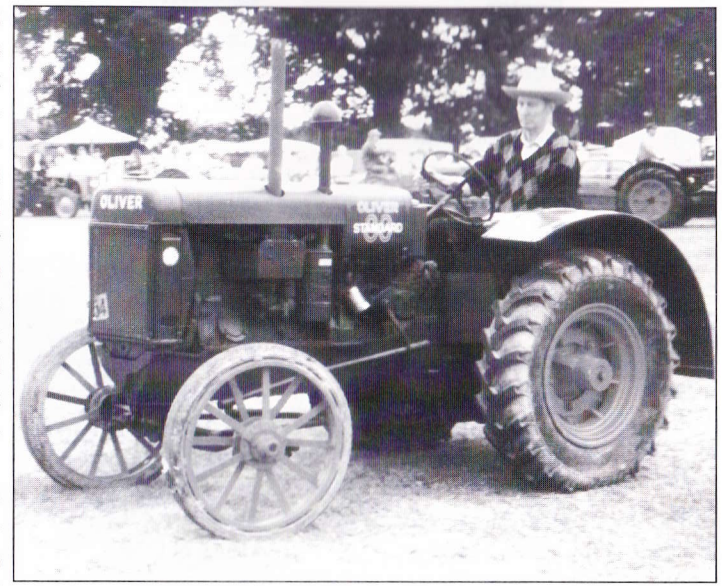
Here they are seen discussing the concept of tyres with treads which they feel will help them climb hills and also add to the safety of tourists stupid enough to travel by this mode of transport.

EXCLUSIVE!

MCC Committee Member designs Special

The trials world is in an uproar over the leaked reports that John West has developed a new special - "Oliver 2". He was spotted and snapped by ace photographer Dave Parry, who recognised him despite the fact that Mr. West appears to have shaved off his beard, no doubt in an attempt to disguise himself.

A leading technical expert said, "I am surprised that John thinks he can get away with this; it is obvious that the tyres are quite illegal." Cynics are saying, however, that as John is chief scrutineer on the Exeter Trial and a member of the ACTC Technical Panel, we shall probably see the tyres listed in the Blue Book shortly!



Is this the shape of the future Class 8?? Surely the trials world will veto "Oliver".

LOST!

There was fear for the safety of the National ROW Officers of the Trail Riders Fellowship and the All Wheel drive Club when they failed to turn up for the TRF AGM in Birmingham. They and a County LARA rep had set off in good time but the alarm was raised when they did not appear.

They were located three days later by Birmingham police who found the exhausted trio collapsed on the hard shoulder of spaghetti junction.

"It was like a nightmare," one said later, "We kept finding ourselves back in the same spot - there was no way out."

A spokesman for the police said, "We cannot stress the importance of preparing properly for a journey such as this. To attempt to drive to Birmingham without a map is as daft as trying to cross the Antarctic on your own without a proper sledge!"

Forthcoming Events

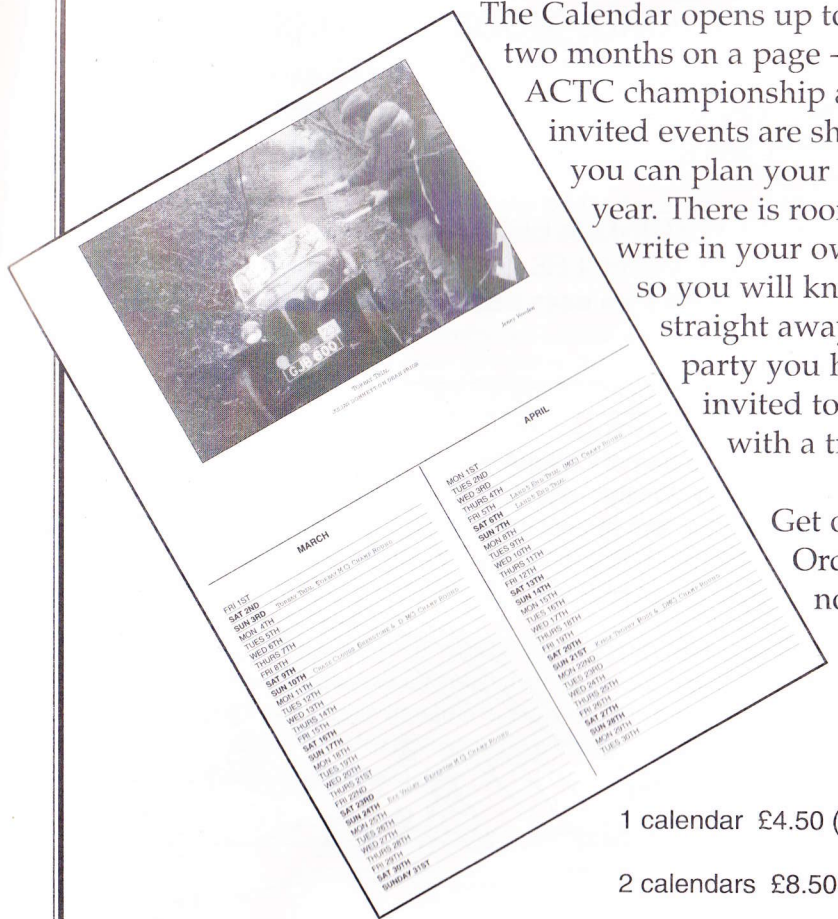
Date	Event 1996	Organising Club	Status
January			
6th	Exeter	MCC	Champ/CC
14th	South Coast	Camel Vale	Non ACTC
14th	Kernow Classic	Newquay	ACTC invited
21st	Clee Hills	MAC	Champ
28th	Exmoor Trial	North Devon MC	Champ
February			
4th	Cotswold Clouds	Stroud & DMC	ACTC invited
11th	Launceston Trial	L. & NMC	Non ACTC
18th	White Peak Trial	Sheffield & H. MC	Champ
25th	Chairman's Trophy	Holsworthy	Non ACTC
March			
3rd	Torbay Trial	Torbay MC	ACTC invited
10h	Camel Heights	Camel vale	Non ACTC
10th	Chase Clouds	Shenstone & DMC	Champ
24th	Exe valley	Silverton	Champ
April			
6th	Lands End	MCC	Champ/CC
21st	Kyrle Trophy	Ross & DMC	Champ
May			
4th	Kimber	MGCC	Non ACTC
September			
8th	Testing Trial	MCC	Non ACTC
15th	Taw & Torridge	Holsworthy	Champ
29th	Ilkley Trial	Ilkley MC	ACTC invited
October			
5th	Edinburgh Trial	MCC	Champ/CC
12th	Ebworth	Stroud	ACTC invited
20th	Exmoor Clouds	Minehead MC	Champ
27th	Tamar	L & NMC	Champ
November			
3rd	Bodmin	Camel Vale	Non ACTC
3rd	Hardy	Woolbridge	Champ
24th	Allen	BMC & LCC	Champ
December			
1st	Camel Classic	Camel Vale	Champ

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

Every Trials Driver Should Have One .....

The ACTC 1996 Calendar

Yours for £4.00 + .50p postage & packing



The Calendar opens up to A3 with two months on a page - all ACTC championship and invited events are shown so you can plan your trialling year. There is room to write in your own dates so you will know straight away if that party you have been invited to conflicts with a trial.

Get organised! Order yours now!

1 calendar £4.50 (inc p & p)

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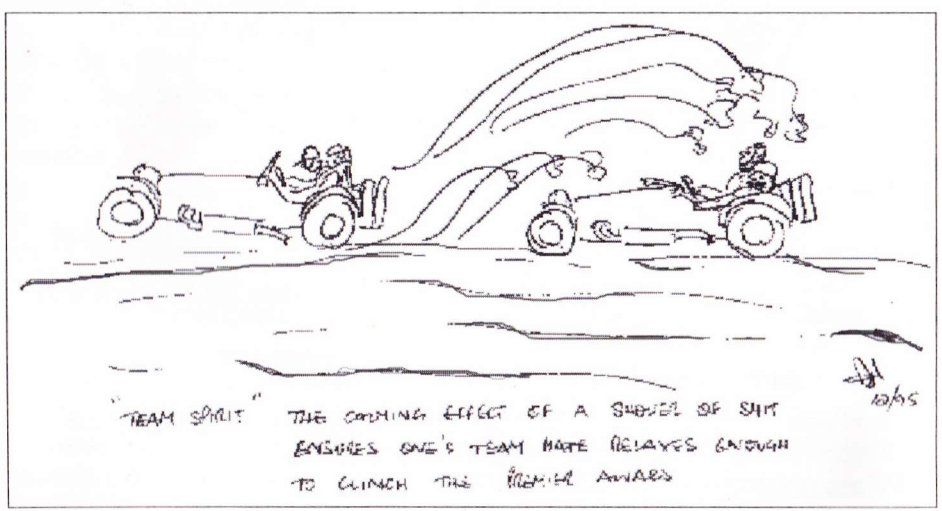
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The cartoon below, from the pen of David Alderson, was inspired by the artist's activities on the Camel Trial. On the approach to the second section through a muddy field, he decided his team mates were taking too long and set off in a hurry - and showered Chatwin & Bradshaw with nasty brown stuff.



DAWEMOBILE

So the end of another championship year; many congratulations to all the award winners. And to those who fought and lost, that's the problem with trials, isn't it? There is always next year!

Event entries have been down considerably this year; I guess recession and the general uncertain financial scene is not helping, since the number of people registering for regs stays as high as it has always been - there are just less people entering events. However, we have a cunning plan:

It has been suggested that we should institute an ACTC Championship for motorcycles, motorcycle combinations and three-wheelers, to complement the existing car championships, commencing in 1997. In order to achieve a good spread of events it is intended to include those current ACTC trials which have classes for motorcycles and to add selected (and probably existing) motorcycle-only trials currently being run to a Classic Trials format.

For obvious reasons the recruitment of the wider range of clubs and trials is going to take some time; it would therefore seem appropriate to run a simple Challenge competition for 1996, both to gauge demand and gain some experience. For 1996 an ACTC-registered rider will score points in the same manner as currently used for the Crackington League; by finishing in the top ten of his class on an event he/she scores from 10 down to 1 point, collecting an extra decimal point figure for the number of starters in the class, up to a maximum of 1 point. The exceptions will be the three MCC trials, for which the same system currently in use for cars will be employed - 5 points for a Gold or higher award, 3 points for a Silver and 1 point for a Bronze. For 1997 it is likely that a slightly varied system will be used to accommodate the larger class sizes commonly found on bike-only events.

Qualifying events for 1996 will be those events which comprise the ACTC Championship calendar and already have classes for motorcycles, although since mentioning the Challenge in public a number of other events look likely to join in. Classes, except for MCC events where the class structure does not bear on the points awarded, will be as follows:

Class A:	Solos up to 200cc	Class B: Solos over 200cc
Class C:	Solos pre 1965	Class D: Combinations
Class E:	Three-wheelers	

The majority of current ACTC trials have classes which are close to these, or are variations thereof. Where events do not conform to this class structure entrants will be re-classified into these classes for the purposes of Challenge scoring. To avoid the necessity of having to compete in every event only a contender's best six results (unless more events are added) will count towards the

Challenge results. Prizes will be enormous and varied; or will be when we can work out where they are coming from! They will be presented at the finish hotel for the 1997 Exeter Trial, on the Sunday morning after the event. Since the idea if the Challenge was discussed around the clubs and received some publicity in Trials & Motocross News a number of bike clubs have been in touch and expressed an interest in having their events included. The ACU have given us formal approval, both for the Challenge and, if approved by the ACTC Council, the subsequent Championships.

An exciting prospect for ACTC; we are already recognised as running one of the slickest Trials Championships in the country - the addition of a wider variety of entries and trials can only enhance our future.

Enjoy your seasonal break and I look forward to seeing you on the hills for '96.

BEETLE SPECIALIST WORKSHOP

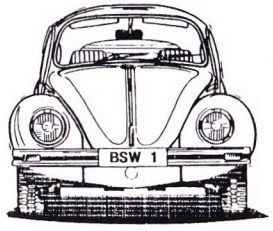
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Wheelspin League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Michael Chatwin	3	9	6		10	5	5	3		8		8	9	9		10	85	74
Paul Bartleman	5	10		9	4	10	5	6	9	7	5	3	8				81	69
Dudley Sterry	5	4	10	7	5	1	3				5	7	10	6	8	9	80	67
Mike Workman	3	8	8		3	7		10		1	5	4	5	7			61	57
Julian Dommett				2	7	6	5		2			6	7	10	9		54	54
Frank Burton	5			4	9	9		5					1	5	6		44	44
Brian Cope	1	6	7							10	5	5					34	34
David Alderson	3	2				4	5	8			5		2			2	31	31
Tim Whellock	3						5		7	3	3				5		26	26
Graham Brasier	1					2	5			6					7	3	24	24
Dean Partington			1				3	7			3				10		24	24
Anne Templeton	3				6		5				5	1	3			1	24	24
Jason Collins			4				5				5		6	1			21	21
Dick Bolt	5						5		6		3						19	19
Mark Kessell	3	7					3				5						18	18
Tony Rothin	3						5			2	5						15	15
Philip Bovill			9				5										14	14
Terry Coventry	3			3			5				3						14	14
Peter Treliving	5						5				3				1		14	14
Ken Green							5				5				3		13	13
Jonathan Toulmin	3						5				5						13	13
Jeremy Flann	3		2				5								2		12	12
Andrew Carter					2			9									11	11
Greg Warren	5						5				1						11	11
Roger Brooking	5						5										10	10
Ron Butcher							5				5						10	10
Peter Quinn							5				5						10	10
John Skinner	5						5										10	10
Peter Hart	1						5				3						9	9
Alastair Queen	3									5	1						9	9
Mike Wordsworth	3						5				1						9	9
George Davey				8													8	8
Adrian Dommett														3		5	8	8
Ray Easterbrook							3				5						8	8
Dennis Greenslade	5										3						8	8
David Haizelden	3						5										8	8
Harvey Harrison							3				5						8	8
Andy Webb														8			8	8
Simon Woodall	3						5										8	8
Phil Winnel	3					3		1									7	7
Derek Chatto							3				3						6	6
Michael Leete							5				1						6	6
Philip Roberts				6													6	6
Mal Allen							5										5	5
Stephen Bailey											5						5	5
Brian Bull											5						5	5
Michael Jones							5										5	5
Dave Llewellyn				5													5	5
Terry Mattin							5										5	5
David Miller	3						1				1						5	5
Derek Pearce							5										5	5

Wheelspin League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Edinburgh	Ilkley	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Robin Preedy			5														5	5
Simon Robson	1						3				1						5	5
John Sargeant							5										5	5
David Turner	3										2						5	5
Gerald Burridge	1						3										4	4
Jon Moores													4				4	4
Brian Osborn	3										1						4	4
Ian Blackburn							3										3	3
Tony Branson							3										3	3
Paul Eamer	3																3	3
George Edney											3						3	3
Perce Harden							3										3	3
Malcolm Hazlewood			3														3	3
John Parsons											3						3	3
Alan Selwood							3										3	3
Alan Spencer											3						3	3
Tim Thompson	3																3	3
Mark Tooth	3																3	3
Ken Tucker	3																3	3
Tim Lakin				1	1												2	2
Nick Ryle	1										1						2	2
Rich Welsh														2			2	2
Brian Alexander											1						1	1
Peter Davis							1										1	1
David Maynard							1										1	1
Mike Pearson											1						1	1
Matthew Sharratt											1						1	1
Keith Vipond	1																1	1

Crackington League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Paul Bartleman	5	11.0	10.4	10.0	10.5	10.9	5	10.3	10.0	10.3	5	10.8	10.6	9.8	6.9	10.0	146.5	94.8
Julian Dommett		7.9	10.0	9.0	9.6	9.0	5	8.0	11.0	10.5		10.7	11.0	10.8	11.0	8.6	132.1	93.6
Tim Whellock	3	10.5		10.3		10.2	5	9.3	10.1	9.8	3	10.2	10.2	10.3	10.5	10.1	122.5	92.4
Michael Chatwin	3	11.0	7.0	7.0	11.0	10.0	5	8.0	4.9	9.9		9.0	10.0	11.0		11.0	117.8	90.9
Frank Burton	5			10.0	10.6	11.0		11.0	8.0			9.7	8.0	9.8	10.0		93.1	88.1
Graham Brasier	1	10.1		10.2		10.1	5		9.2	10.2		10.2		6.8	10.5	9.5	92.8	86.8
Dudley Sterry	5	7.0	11.0	10.0	8.0	7.0	3	5.0			5	8.0	11.0	9.0	10.0	10.0	109.0	84.0
Jason Collins		8.9	11.0	5.0	7.6	3.0	5	9.0	9.0		5	8.7	10.0	8.8	2.0	10.6	103.6	83.6
Mike Workman	3	10.0	9.0	8.0	7.0	11.0		11.0	5.9	7.9	5	6.0	9.0	10.0	7.0		109.8	82.9
John Bell		7.0	8.4	6.0	8.5	8.9		8.3	3.0	9.3		8.8		8.8	5.9	3.0	85.9	74.0
Jeremy Flann	3	7.5	10.5			9.2	5	10.3		7.8				8.3	8.5		70.1	70.1
David Alderson	3	5.0		3.0	4.0	9.0	5	10.0			5	3.0	7.0		6.0	5.0	65.0	56.0
David Haizelden	3	8.8	10.3				5		9.2			9.2				9.3	54.8	54.8
Tim Lakin		6.9	9.0	8.0	8.6	8.0		3.0							9.0		52.5	52.5
Brian Cope	1	8.0	8.0			6.0				10.9	5	7.0				3.0	48.9	48.9
Anne Templeton	3	4.0		5.0	9.0		5	3.0			5	4.0	8.0		4.0	4.0	54.0	48.0
Mark Kessell	3	10.9					3		10.0		5		7.0			7.6	46.5	46.5
Rich Welsh									8.4			10.9		10.7	7.6	8.5	46.1	46.1
Greg Warren	5	9.0					5	9.3			1			7.8	8.9		46.0	46.0
Philip Roberts		8.0		9.0		7.9			5.0			6.8			7.9		44.6	44.6
Dean Partington			4.0				3	9.0		6.9	3			5.0	11.0		41.9	41.9
Mal Allen						10.3	5					6.9		9.7	8.6		40.5	40.5
Dick Bolt	5						5		8.0		3	9.8	9.6				40.4	40.4
Matthew Sharratt			8.5		6.6			9.2			1	8.9		5.7			39.9	39.9
Peter Quinn		4.9				2.0	5				5	7.7		7.8		6.6	39.0	39.0
Dave Smith			10.3		10.1			9.3							8.5		38.2	38.2
Harvey Harrison			7.0	2.0			3	7.0			5			4.8	6.0		34.8	34.8
Garry Preston		6.8	8.3		10.2	9.3											34.6	34.6
Derek Chatto							3	10.3			3			10.2	7.5		34.0	34.0
Ray Easterbrook				7.0		7.0	3		6.0		5					5.6	33.6	33.6
Adrian Dommett									7.9				6.0	7.0	5.0	7.0	32.9	32.9
Terry Coventry	3			9.0			5				3				10.3	2.0	32.3	32.3
Peter Treliving		8.5		8.3			5				3				7.5		32.3	32.3
Michael Leete			9.2		7.4		5				1				7.5		30.1	30.1
Ken Orson			8.0					5.0	3.0				5.0	3.8	3.0		27.8	27.8
Brian Alexander		6.8									1	9.9			9.6		27.3	27.3
Jonathan Toulmin	3						5		7.0		5				7.0		27.0	27.0
Tony Rothin	3		3.0			2.0	5			8.9	5						26.9	26.9
David Turner	3		10.5								3			10.4			26.9	26.9
Peter Davies			6.0		6.6	4.0			4.0						5.0		25.6	25.6
Dave Llewellyn				11.0		6.0		6.0									23.0	23.0
Simon Woodall	3					3.0	5	2.0		5.9					4.0		22.9	22.9
Perce Harden				9.2			3							9.2			21.4	21.4
Simon Robson	1				10.6		3				1				5.6		21.2	21.2
Andrew Carter					10.4			10.6									21.0	21.0
Terry Mattin				6.0			5	10.0									21.0	21.0
Ken Green							5				5				10.6		20.6	20.6
Neil Bray			9.5		7.6		3										20.1	20.1
Phil Winnel					6.0	8.0		6.0									20.0	20.0
Philip Bovill			10.0				5			4.9							19.9	19.9
Ian Blackburn			6.5		10.1		3										19.6	19.6

Crackington League 1995 (cont.)

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Mike Wordsworth	3						5				1	10.1					19.1	19.1
Mark Smith				9.2	9.4												18.6	18.6
Ron Butcher							5				5				8.5		18.5	18.5
Dennis Greenslade	5				9.6						3						17.6	17.6
John Skinner	5		7.5				5										17.5	17.5
James Scott										9.3				7.7			17.0	17.0
George Davey				11.0		5.0											16.0	16.0
Peter White		6.0				9.9											15.9	15.9
Alastair Queen	3									10.3	1						14.3	14.3
Robert Hodgkinson			3.0							9.5							12.5	12.5
Michael Jones					7.5		5										12.5	12.5
John Blakeley													7.6	4.8			12.4	12.4
David Miller	3		7.4				1				1						12.4	12.4
Alan Spencer											3				9.3		12.3	12.3
Nick Ryle	1										1			10.1			12.1	12.1
Dave Parsons											3				9.0		12.0	12.0
Angus Stewart		10.8															10.8	10.8
Andy Webb														10.8			10.8	10.8
Gerald Burridge	1						3								6.5		10.5	10.5
David Maynard			2.0				1			7.5							10.5	10.5
Brian Osborn	3										1				6.5		10.5	10.5
Roger Brooking	5						5										10.0	10.0
Michael Braddock					9.5												9.5	9.5
Tony Branson					6.5		3										9.5	9.5
John Ludford					9.2												9.2	9.2
Peter Hart	1						5				3						9.0	9.0
Jon Moores													9.0				9.0	9.0
Paul Clay										8.8							8.8	8.8
Keith Vipond	1							6.6									7.6	7.6
Stephen Bailey											5				2.0		7.0	7.0
Brian Bull			2.0								5						7.0	7.0
Adrian Marfell								2.0	5.0								7.0	7.0
Peter Davis		5.9					1										6.9	6.9
David Greenaway															6.6		6.6	6.6
Neil Forrest															6.5		6.5	6.5
Alan Rawson										6.5							6.5	6.5
Malcolm Hazlewood		6.0															6.0	6.0
Robin Preedy			6.0														6.0	6.0
Nicholas Wort														5.8			5.8	5.8
John Ireson						5.0											5.0	5.0
Derek Pearce							5										5.0	5.0
John Sargeant							5										5.0	5.0
John Parsons								4.0									4.0	4.0
Alun Lewis										3.9							3.9	3.9
Chris Coote				3.0													3.0	3.0
Paul Eamer	3																3.0	3.0
George Edney											3						3.0	3.0
Alan Selwood							3										3.0	3.0
Tim Thompson	3																3.0	3.0
Mark Tooth	3																3.0	3.0
Ken Tucker	3																3.0	3.0

Crackington League 1995 (cont.)

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
David White	3																3.0	3.0
Grahame Marshall					2.0												2.0	2.0
Mike Pearson											1						1.0	1.0

Navigator's League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Antonia Ashby		7.9	10.0	9.0	9.6	9.0	5	8.0	11.0	10.5		10.7	11.0	10.8	11.0	8.6	132.1	93.6
Anne Whellock	3	10.5		10.3		10.2	5	9.3	10.1	9.8	3	10.2	10.2	10.3	10.5	10.1	122.5	92.4
Brenda Burton	5			10.0	10.6	11.0		11.0	8.0			9.7	8.0	9.8	10.0		93.1	88.1
John Collins		8.9	11.0	5.0	7.6	3.0	5	9.0	9.0		5	8.7	10.0	8.8	2.0	10.6	103.6	83.6
Nigel Allen	1	10.1		10.2		10.1	5		9.2			10.2		6.8		9.5	72.1	72.1
Richard Cosway	3	8.8	10.3				5		9.2			9.2				9.3	54.8	54.8
Jim Templeton	3	4.0		5.0	9.0		5	3.0			5	4.0	8.0		4.0	4.0	54.0	48.0
Kieron Patterson	1	8.0	8.0			6.0					5	7.0	10.3				45.3	45.3
Karen Linforth	5	11.0	10.4			11.0					5						42.4	42.4
Donny Allen						10.3	5					6.9		9.7	8.6		40.5	40.5
Judy Preston		6.8	8.3		10.2	9.3											34.6	34.6
Kellie Quinn		4.9				2.0	5				5	7.7		7.8			32.4	32.4
Margaret Easterbrook					7.0		7.0	3		6.0		5					28.0	28.0
Eileen Alexander		6.8									1	9.9			9.6		27.3	27.3
Liam Alderson						9.0					5		7.0		6.0		27.0	27.0
Mark Linforth	3	10.0	9.0								5						27.0	27.0
Martyn Little			6.0		6.6	4.0			4.0						5.0		25.6	25.6
Judy Treliving		8.5		8.3			5				3						24.8	24.8
Gillian Chatto							3	10.3			3				7.5		23.8	23.8
Brian Mitchell				11.0		6.0		6.0									23.0	23.0
Cathy Kessell	3	10.9					3				5						21.9	21.9
Margaret Harden				9.2			3							9.2			21.4	21.4
Matthew Robson	1				10.6		3				1				5.6		21.2	21.2
Janet Mattin				6.0			5	10.0									21.0	21.0
Adrienne Alderson	3	5.0		3.0	4.0		5										20.0	20.0
Glenice Coventry	3			9.0			5				3						20.0	20.0
Reg Hackett	3						5				1	10.1					19.1	19.1
Sue Bannister				9.2	9.4												18.6	18.6
Gloria Skinner	5		7.5				5										17.5	17.5
Andrew Ellis	3		10.5								3						16.5	16.5
Emma Macfadyen				11.0		5.0											16.0	16.0
Tricia Burridge	1						3								6.5		10.5	10.5
Amanda Ferin Hobbs					8.0												8.0	8.0
Janet Bailey											5				2.0		7.0	7.0
June Sargeant							5										5.0	5.0

Troll Trophy Team League 1995

	Exeter	Exmoor	White Peak	Torbay	Chase Clouds	Exe Valley	Lands End	Kyrle	Taw & Torridge	Ilkley	Edinburgh	Exmoor Clouds	Tamar	Hardy	Allen	Camel	Total	Best Nine
Team Wurtman																		
Paul Bartleman	5	11.0	10.4	10.0	10.5	10.9	5	10.3	10.0			10.8	10.6	9.8	6.9		121.2	94.5
Frank Burton	5	0.0	0.0	10.0	10.6	11.0	0	11.0	8.0			9.7	8.0	9.8	10.0		93.1	80.1
Mike Workman	3	10.0	9.0	8.0	7.0	11.0	0	11	5.9			6.0	9.0	10.0	7.0		96.9	75.0
																	311.2	**249.6**
Team Troll																		
David Alderson	3	5.0	0.0	3.0	4.0	9.0	5	10.0			5	3.0	7.0		6.0	5.0	65.0	52.0
Michael Chatwin	3	11.0	7.0	7.0	11.0	10.0	5	8.0			0	9.0	10.0		0.0	11.0	92.0	70.0
Anne Templeton	3	4.0	0.0	5.0	9.0	0.0	5	3.0			5	4.0	8.0		4.0	4.0	54.0	40.0
																	211.0	**162.0**
The Seven Wonders																		
Jason Collins		8.9	11.0	5.0	7.6	3.0	5	9.0							2.0		51.5	51.5
Julian Dommett		7.9	10.0	9.0	9.6	9.0	5	8.0							11.0		69.5	69.5
Tim Lakin		6.9	9.0	8.0	8.6	8.0	0	3.0							9.0		52.5	52.5
																	173.5	**173.5**
The New Falconers																		
Michael Leete	0	0.0	9.2	0.0	7.4	0.0	5	0.0			1						22.6	21.6
Neil Bray	0	0.0	9.5	0.0	7.6	0.0	3	0.0			0						20.1	20.1
Simon Robson	1	0.0	0.0	0.0	10.6	0.0	3	0.0			1						15.6	14.6
																	58.3	**56.3**

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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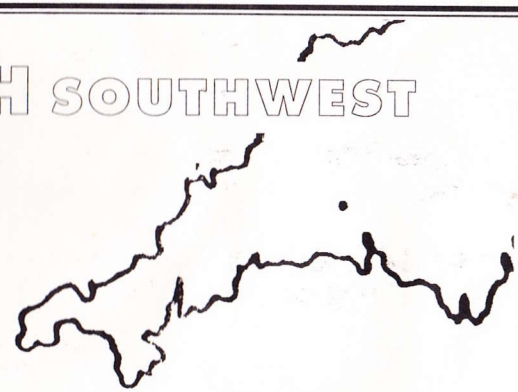
Proprietor: Ron Grimwood

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