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# Re - Start

*The*

## Association of Classic Trials Clubs

*Magazine*

*The Quarterly Bulletin of the Classic Trials World*

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**Re - Start** *Volume 6, Issue No. 2 September 1995*

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# Editorial

The ACTC Championship has as many contenders as ever - some 160 - but entries are down and have been for a couple of years. Should we be worrying about this and what can we do? There is no doubt that many people have been suffering from the uncertainty of the economic climate. Several regular competitors are not out so often because of financial constraints. After all, any form of motor sport affects the pocket, even if Classic Trialling is still one of the cheapest to participate in.

There are several ideas floating around as to how to increase entries. One is to use less damaging sections to limit the expense. This is something which has been talked about for quite some time and ACTC Clubs voted for a policy which stated that sections should be of a nature for all classes to attempt without risk of damage. This is fine and clubs seem to have paid a great deal more attention to the sections they use; but there is a danger if this goes too far. Classic Trialling is a very demanding sport in driver skills and one of the skills is to arrive at the top of a section with the car intact. All too often drivers are to blame for damage to their cars by attempting the rough sections far too fast, letting their tyres down too much or simply not keeping their eyes out for hazards and reacting too late to avoid them. The sport should not change its nature to accommodate this sort of driving. If we make all our sections too easy there is no demand on driver skills.

Another idea is to alter the class structure. Quite how this will encourage entries is unclear but certainly there should be a formula for class 8. Perhaps it is also time to consider class 7. Is there that much difference between class 7 and 8 and should they be amalgamated? Should there be a class 1A to encourage more modern FWD vehicles with traction control or should these be allowed to run in one of the other production car classes. And more importantly, what would be wrong with Class 2 and perhaps some of the other more vunerable production cars being allowed to run with more substantial rear axles and diffs as long as the alterations did not make any difference to the look of the car. Repairing older vehicles is a nightmare because finding the parts is becoming harder and more expensive and you need a deep pocket to seriously compete; if the cars are allowed to be strengthened in their vulnerable areas, I am sure we would see more of the older cars coming out.

MCC events are by their very nature different to the one day events. The majority of competitors are not competing in trials regularly and the standard of driving is generally on a different level as is the preparation of some of the cars. The sections are easier on the whole but the events are a test of reliability for car and driver and a great adventure. It is all too easy to lose concentration and get something wrong on one of the Three Big



Ones. Most regular trials competitors who compete in MCC events are after that coveted Triple and although this seems to be an increasingly less difficult prospect in class 2, it is becoming well nigh impossible in class 8, all the more reason to keep trying! What is interesting is the amount of non- regular competitors who whinge when an MCC event is more demanding than usual. Perhaps some of these people need to be reminded of the sport they are supposed to be competing in. They are not going shopping and like it or not there are some very competitive drivers out there

What we should not do is forget what this sport is all about, namely trying to climb sections better than anyone else in a similar vehicle. If everyone climbs everything then it is not much of a trial, we might as well all go and do fun runs. This Cream Cracker Special Edition of Re-Start should remind us all of what was achieved in the past and the immense fun and competition that Classic Trialling has been for so many for 75 years

So what do you think? It is your sport after all. Answers on a postcard etc.....

And lastly - the dinner dance was a great success again, thanks to the efforts of Janet Mattin and Adrienne Alderson, although there were a few sore heads the next morning! The replica Trophies were awarded to last season's winners and Worky would have won the jiving award if there had been one - the man can dance as well as he climbs hills!

See you on the hills!

# Note to all contributors

Many thanks for all the articles and photos - the editor is very grateful for any contributions. But a plea to you all; when you send photos, please please write your name, the event and section the photo was taken on and also who took the picture all on the back of each pic. I'm sorry to have to ask you this but I occasionally get very confused with who sent what, especially when some of you very kindly send envelopes full. The problem is that I often get job experience kids and the like to come in and do the scanning and then anything can happen.

If at all possible, please don't give me articles or photos at the beginning or end of a trial. I am pretty scatty at the best of times and I am afraid that the old brain goes into reverse gear during and after a trial (as several of you may have noticed!). I am sure that a couple of things have gone missing for this issue. My apologies to you if you have not appeared in print.

All articles are gratefully received, but doubly gratefully if they are either clearly typed or sent on disc - because of Apple's wonder technology, any format is fine, DOS (if you are that unfortunate!), IBM - anything. If you have access to eMail, you can send articles to me on APONSONBY@EWORLD.COM and if you are in eWorld, you can just drop the whole file in my box, (all the champ tables etc. came this route to these pages from Richard Dawe). You can also fax direct to my computer on 01708 526942 between 8.30am and 10.30pm every day. For best results this end, please select the finest setting on your machine, if it has that facility.

Thanks to the person who gave me two envelopes of photos of the Chase Clouds and the White Peak Trial, I am sorry but they got seperated from your letter and I have no idea...please tell me who you are!

# Simon Says...

Over the summer a joint meeting took place, with representatives of the ACTC Technical Panel and the MCC Car Regulation Sub-committee present.

Its brave task was to attempt to tie down the vehicle formula for the 21st Century. What came out of the meeting, in summary, is that there are two schools of thought for what our sport is all about.

Is the sport primarily aimed at production cars with few modifications allowed, using classes 7 & 8 as repositories for those vehicles that have stepped beyond the mark, or is it intended that it is a much more open sport where ingenuity and engineering innovation are to be nurtured and encouraged?

If we choose the production route then we have to take care not to fall into the trap that the P.C.T. people fell into that spurred the revival of our sport in the '70's. Namely we have to be sure that our target audience does have vehicles that satisfy the specified criteria and that they wish to use them for our sport.

It is always an anathema to me that the Production Car Trials championship is dominated by vehicles that have to be trailered to events because they are unsuitable for use on the public highway, and referred to by the fraternity as 'specials'. In rallying the existence of Group N is justified as a way of controlling the spiralling cost of that discipline, but does it actually achieve that at club levels? Is backyard engineering actually cheaper and more satisfying or does it create a two tier society split between those who can and have access to the equipment, including those who can pay for it, and those who can't

If we believe that engineering innovation is to be accepted, then we have to ensure an open approach to vehicle formula that allows for experimentation and modification within a class structure that segregates according to style of vehicle rather than tight technical specification. Amongst the changes currently being considered are more restrictive alterations to the rulings regarding the use of fibreglass replacement panels as a weight saving exercise and similarly the use of perspex in place of glass. As these effect primarily the front wheel drive class who like to replace heavy metal tailgates with lightweight equivalents it is a good example of how the production option is intended to restrict modification and therefore the climbing ability of vehicles.

If we control climbing ability by controlling modifications how soon do we reach the point at which the competitor decides that it is more fun to develop a class 8 car than be continually frustrated by thinking that they could have climbed if they had been allowed to do that modification. On the other hand, if we don't restrict modifications then there is the danger that one maverick with abilities coupled with a bottomless budget could construct a vehicle so far





beyond the abilities of its classmates as to destroy the popularity of the class for other drivers.

There is no point in orienting the sport towards production cars if all the competitors feel that the rules are so restrictive that it becomes easier and cheaper to run a Class 8 car.

Let your club's ACTC Council delegate know what your thoughts are, or mail me with your opinions. (For the trendier types I can also be found at 100325.1710@COMPUSERVE.COM)

Simon Woodall
Chairman ACTC

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Richard and Kate Penhale would like to thank everyone for their letters and messages following Allin's passing in March.The support of the trials world has given them much strength and comfort during this sad time.

# JACK'S memories of WHEELS

Book Review.

At 91 Jack Pouncy is one of the oldest MCC members yet one whom we still meet marshalling on most events and one who only gave up competing on his self-created outfit ten years ago after over 70 years of trialling. Now his memoirs have been published in a book which makes compulsive reading.

At Easter he handed me the manuscript for the evaluation and on that Monday having had a tiring weekend on the Lands End I settled down for a quiet evening watching yet another showing of Gone With the Wind on the box. As the film started I idly picked up Jack's writings; three hours later the civil war had been fought and lost, Atlanta had burnt down, Miss Leigh had survived a certain amount of marital problems but like the film's hero I couldn't give a damn! My attention had been completely centered on our own Deep South as I had travelled well liked Dorset roads with Jack, shared his enthusiasm for trialling in the unsophisticated twenties and thirties, followed his progress as a motorcycle manufacturer and even attempted long distance records at Brooklands. Like many an elderly person, Jack has a comprehensive sense of recall for distant events. He writes as he speaks, not forgetting the details which help set the scene.

I knew immediately that this book *MUST* be published and so with a lot of help from friends and family it is now available in hardback form at £15.00. Only 400 copies are being printed and each is numbered and signed by Jack.

As so many MCC and ACTC members have expressed interest, copies are now available to them at a special price of £12.50 plus £2.00 carriage and packing if applicable. The book will be on sale while copies last at the finish of coming MCC events or you can secure one by sending a cheque for £14.50 to me.

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## The MCC's
# Land's End Trial

### A "Cracking" Way To Get To Lands End
### (or the view from the bouncer's seat)

*by Pat Toulmin*

Not just a bouncer's view this time - I ended up as a mechanic as well ! How? You would think that beginning to 'prep' the car (TJ 5000 Jonathan's father's 1935 Cream Cracker MG PA Midget) in the Autumn of 1994 would be sufficient, especially as it was it excellent condition and running. However it was not up to trials standard, so - the front axle went to be straightened, the supercharger needed checking, new TC wheels and Michelin crossply tyres were ordered, the rear axle was sent away for straight cut gears, the engine went for a rebuild, the clutch was slipping so major work was required, aero screens needed to be made, some respraying and sign-writing was required, and we felt it was prudent to fit an alternator!

We had entered the 1995 Lands End in the MG rather than the Marlin as it was the 60th anniversary of the debut of the first ever Cream Cracker team, led by Jonathan's father in TJ5000, so everything had to be 'just so'. It was great that Jonathan managed to persuade the owners of five other Cream Crackers to enter so the two teams were:

| | | | |
|---|---|---|---|
| CREAM CRACKERS TEAM A | | | |
| Jonathan & Pat Toulmin | PA | TJ 5000 | Maurice Toulmin's 1935 car |
| Alan Grassam & Tim Miller | PA | JB 3854 | Jack Bastock's 1935 car |
| Ian & Jonathan Williamson | PB | JB 7521 | Maurice Toulmin's 1936 car |
| CREAM CRACKERS TEAM B | | | |
| John & Graham Bishop | PB | JB 7525 | John Jones' 1936 car |
| Ken Selbs & Dave Brown | TA | ABL 964 | John Jones' 1937 car |
| Derek & Penny Pearce | TA | BBL 80 | John Jones' 1938 car |

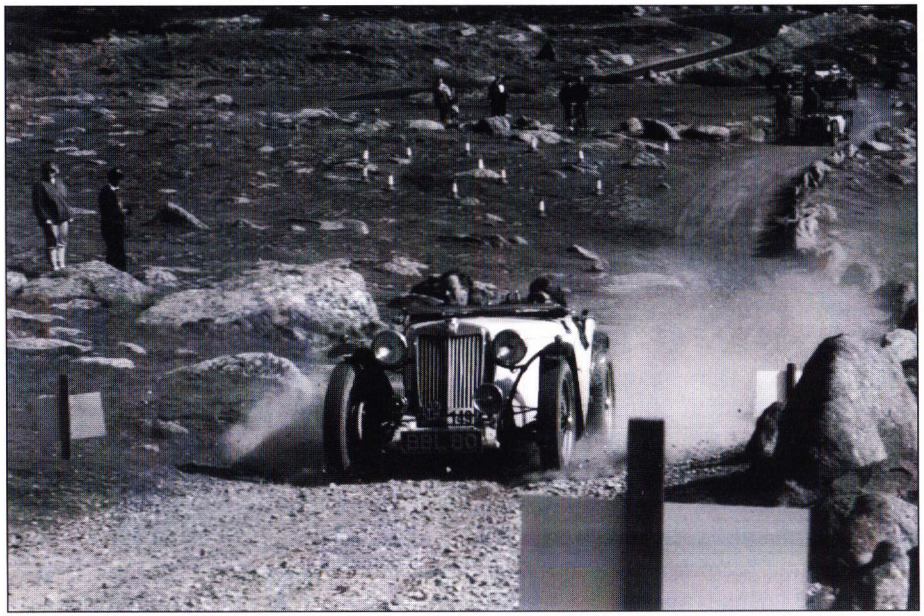
There are only eight of the twelve Cream Crackers still known to exist.

But back to the preparation - on a 60 year old vehicle it appears nothing is simple or straightforward - the new tyres didn't want to fit the new wheels (despite being the same size), there were layers of old paint which affected the respray, the new clutch slipped within 30 miles of use, the perspex for the new screens was at first too thick and then too thin, but mostly the problem was that every job took three times as long. The engine was also delayed, so the car was still in pieces two weeks before the event. In the last week the gearbox came out 4 times to fix problems, including the fitting of a newly engineered clutch (which Borg & Beck did for us in 6 hours) - the last time was on Maundy Thursday after the car had been loaded into the trailer! ! This is when I felt I had to don gardening clothes, get my hands oily and learn how to take a car apart.

However the oil leak was fixed very quickly - I guess the car had got the idea of coming apart and back again by then - and we joined the start at Exeter. All the

other Crackers duly arrived and Jonathan's brother was there to record the event on video. Because of the combined age of the six cars we had opted for an early start and it was interesting to set out in daylight. We are very grateful to the MCC for allowing us to run together - it must have been quite a sight. Scrutineering at Tintinhull and the first of three breakfasts went well as did Sugg Lane and Felons Oak. At Minehead (second breakfast) Jonathan tried to mend the reading light that that had just failed, but we had a real panic just after leaving the time control. There was a smell of burning rubber, which Jonathan immediately traced to the super-charger jockey wheel - it had seized. Luckily the insertion of grease did the trick. For a few moments we thought our trial was over almost before it had begun.

Next came a long haul over the moors, along very narrow twisty lanes, and this was not helped by thick fog. As navigator of the leading Cream Cracker I was very conscious that I could get all six of us lost in the middle of nowhere with little or no visibility and they would not have been at all pleased. I managed (I'm sure the other passengers were checking anyway) and our alternator really scored - while Alan Grassam's lights started to go yellowish ours had all 6 cars (+ a few other MGs ) following! We arrived at the garage at the bottom of Beggars Roost, only to find that we had lost John Bishop in JB 7525 because of total lights failure. He had been left in the capable hands of the Tamar Trio, so we attempted the Roost.



*Derek and Penny Pearce on the Special Test at Land's End*

***Pat Toulmin***











*It could have been 1935 - but it was 1995*
*Top: Jonathan and Pat Toulmin in the ex-Maurice Toulmin 1935 PA*
*Bottom: Ian and Jonathan Williamson in ex Maurice Toulmin 1936 PB*
*Taken on Darracot on this year's Land's End*

***Derek Hibbert Sports Photography***

This was where we thought the hills really began and the first test of the Cracker. We both felt that there was a reputation to uphold - Cream Crackers aren't supposed to fail sections, but times have changed and the hills are much rougher, the car much older (and much less powerful than the Marlin) and Jonathan had no experience of driving the car off road. We also had a 60 year old jinx to beat - Maurice failed the Roost in 1935, due to being the first car to attempt the section which had a covering of new loose stones. He must have been very disappointed as he was the only driver in contention for a Triple Triple! ! But luckily this year the car climbed with no difficulty and we began to get a little more confident.

For us Darracott was the next challenge - the Cracker seemed to have very little steering lock - would Jonathan be able to get it round the hairpins? Ed Oke was at his usual photography spot and waved us on our way. Darracott was climbed at good speed, as was CutliffLane (I feel sure it would have been a different story if conditions were like last year). To our great joy John Bishop caught us up at the Widemouth Bay time check with seconds to spare! John Smithies, who, along with his sister, had been bought JB 7525 in 1937, was there to greet his car, but unfortunately there was only time for a brief hello before we all set off in convoy again. (the two Johns had a proper get together at the Cracker reunion at Rodborough two weeks later)

We managed to persuade the marshall at the hold control at Crackington to let us be a batch of six, so we all arrived together at the bottom of the hill. The message had got to the crowd that 'the Crackers are coming!' We had been warned that the locals had been up to their usual tricks and the top of the hill was very sticky. As lead car we felt a responsibility to set a good example, especially so as Jonathan's brother Michael was there with his video camera. Jonathan and TJ set off at a 'cracking' speed, I began bouncing just before the slimy bit and with a great deal of determination we got through - it really was team work -car, driver and bouncer. The relief and joy at the top was tremendous. But Crackington had its own back and three of the six Crackers failed. The video of Jonathan and I proved to be a little different unfortunately Michael fell over trying to run up after us (to the delight of the crowd) and got some wonderful shots of the mud. However he did get some excellent footage of lan Williamson in JB 7521.

And so on to the third breakfast at Starapark. This is where Steve Dear in one of the following pre war MGs unfortunately had to retire with a blown head gasket. It was almost to the delight of wife Madeline, who usually stays at home - she was really feeling the cold of the mist, despite her sleeping bag, and a low loader sounded like heaven. Next came Warleggan we were not so much worried about not climbing this one but were very worried about the car, as the hill is incredibly rough - so much that we cringed even in the Marlin last year at all the crashing and banging from below. At the start of the trial John West assured us that lots of work had been done on this hill and he was not wrong. The bottom half was much better, but the top was still horrendous - so much so that our usual team mate Tony Branson of DAF fame, who was running immediately ahead of us, when he saw our





long faces at the top thought we had failed. We hadn't, but we felt so sorry for the car. Luckily it survived and so on to Blue Hills. (Unfortunately Warleggan caught out two of the Crackers).

The sun had come out by now and the sea, the hills and the surrounding area looked beautiful. Still in convoy the six Crackers looked great and were much photographed on the approach to the 2 sections - so much so I wondered if we should charge royalties! There is always a good crowd here, but it seemed larger than ever. We led off as usual and the loop of Blue Hills I was conquered. As for the steep Blue Hills 2 I think Jonathan had put his other hat on and thought that he was at Shelsley Walsh - they should have timed his climb. I immediately jumped out at the top to watch the others. I could hear lots of comments in the crowd along the lines of'aren't they going well!' and indeed all stormed up.

By now our confidence was running high, albeit with all fingers crossed and amazement at the fact we had got so far and were still clean. Perhaps we were over confident because at Old Stoney we almost met our Waterloo (no pun intended!) - Jonathan did not give it enough revs on the start line and he had to clutch slip all the way up - it had seemed so easy last year in the Marlin. Trescowe Lane held no horror at all so it was on to Lands End.

We were aware that we were tight on time, and we had not allowed for the queue of ordinary cars trying to get into the Lands End complex. I spoke to the driver of a VW Caravanette and persauded him to let us (and the others!) through and Cream Crackers 1 finished with 3 minutes to spare. That only left the special test - Jonathan took it extremely carefully just to make sure. All the Crackers completed this test but it was a great shame that Gerald Burridge broke his halfshaft and lost his gold - he and six other pre war MGs had been running behind us throughout the trial. He didn't have a spare halfshaft with the correct thread, so we lent him ours - shortly he and Trish drove through the test again complete with a beer and a gin & tonic to the cheers of the crowd!

Then it was back to Penzance to the Union Hotel, which was found by Tony Branson a few years ago and has a large covered and locked garage. It was very interesting when we found out in February that at least one of the Crackers had been there in 1936 - John Jones addressed a letter to the Works from the hotel, so it is highly likely that the others were there as well. All six Crackers (and Gerald's car) looked very comfortable there. We had a celebration dinner, at which we were joined by a few others including Alan Foster and our usual Brace & Belts team members. Our greatest wish at the beginning of the trial was that all six Crackers would finish, but it was beyond our wildest dreams for all six to gain an award! In the end there were 3 gold and 3 bronze (is it significant that the three ACTC drivers gained the golds?).

My other lasting memory of this trial is the great camaradarie that existed within the teams and others around us. Penny Pearce commented how good it was to run together in teams and I wholly agree with her. We had a great time!

# SAME CARS, SAME EVENT, SAME HILLS - 60 YEARS ON!

*by Ian Williamson*

**Introduction**

1995 is the 60th Anniversary of the first appearance of The MG Trials Team in the works colours of cream and brown, Easter 1935.

The original idea was to gain publicity for MG by painting the works cars differently, and giving them a catchy name. There were three MG PA's in 1934/35, then three PB's (all supercharged) in 1935/36, followed by three TA's for 1937 (ABL Series) and three more (BBL Series) for 1938/39. Of these 12 cars, eight have survived and six of these, in two teams were in this years Land's End trial (as described in Pat Toulmin's article on page 3)

**The Idea**

The original idea of a retrospective 60th Anniversary Land's End was Alan Grassam's, however a separate or linked event (ie linked to the 'real' Land's End) proved impractical. Eventually Jonathan Toulmin, who re-acquired his father's first Cracker` TJ 5000 in May 1994 organised (or rather press-ganged) the two teams into action.

Two weeks after the Land's End trial, the MG Car Club organised a more social re-union, and 60th Anniversary dinner in Stroud (April 29th), when all eight of the survivors, plus two works' Musketeers, were together, as well as 5 Works' Austin Grasshoppers from the 1930's and a Works Singer. This was followed on Sunday 30th by the MG Car Club, South West Centre's Kimber Trial, with many cars on Nailsworth Ladder, to the delight of the spectators. However, back to the Land's End trial.

**Exeter and the Night Run**

With the kind co-operation of the MCC, all the six Cream Crackers, plus eight other pre-war MG's, including the Half Crackers Team of Gerald Burridge, Steve Dear, and Ian Davidson, plus the Tamat Trio started from Exeter. It may be recalled by some, that Steve led a three car team in the 1972 Land's End (JB 3854, JB 7521, JB 6867)

As the two Cracker teams gathered, tales of last minute hitches abounded - Jonathan Toulmin with the gearbox out four times in the week before the trial and JB 7521's dynamo back only two days ago etc.

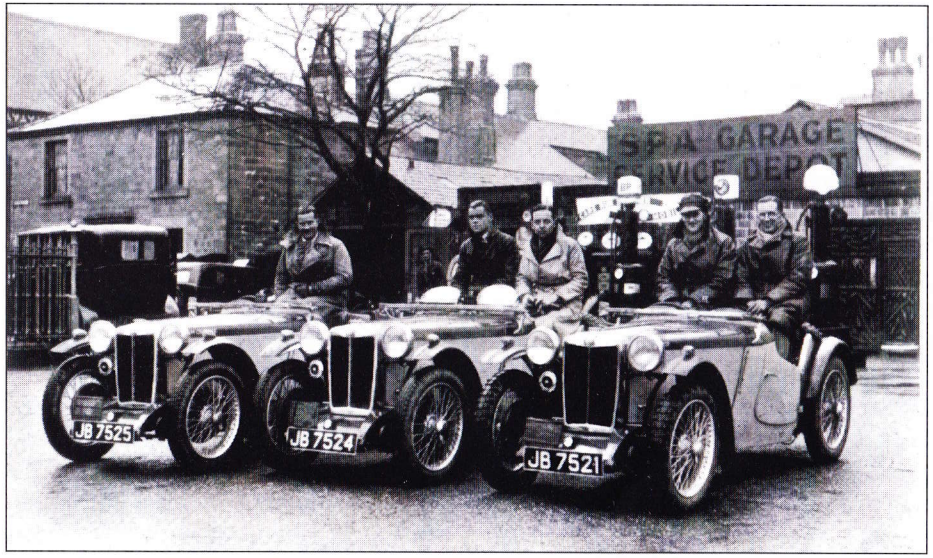
Jonathan started first - the Pathfinder, very useful as he had fitted a generator, giving light for us all to follow - anyone who has driven a P type at night will appreciate this. (No lights and no brakes, ie when you can actually see where you are going, you can't stop!)

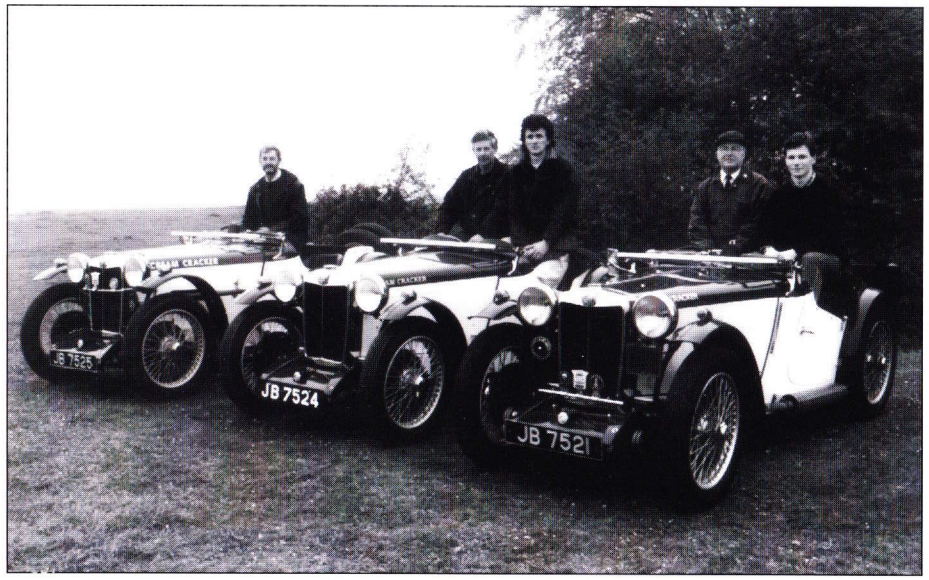
**The Bishop Sandwich**

We trundled over Exmoor in swirling mist, until on a cross-country track near Countisbury Hill, there was a large blue flash inside JB 7525 and all the lights went out! This was not fixable in the mists on Exmoor, so we formed an open 'Bishop Sandwich' between JB 7521 and ABL 964 and carried on to the Esso garage near Beggars Roost. The fault still could not be found, by then we were forty-five minutes late, so sadly we left John to wait for daylight. The other Crackers were waiting for us at the top of Beggars Roost.








*Spot the difference - just 50 years older, that's all!*

*Top: (left to right) John Jones JB 7525, JB 7524 (this ignorant ed. doesn't know whose) and Maurice Toulmin JB 7521. Photo taken in 1935.*

*Bottom: John Bishop, Peter Green and Andrew Taylor, Ian and Jonathan Williamson with the same cars. Photo taken 1995.*

Sutcombe (plus coffee and cakes) and Cutliffe Lane - not a stopper like 1994 and we all made it into Widemouth Bay on time. Nine minutes of the ten allowed had ticked by and zoom!, in came John Bishop with seconds to spare. The Tamar Trio had rigged up some lights for John on Beggar's Roost, then created a second 'Bishop Sandwich' for the long road run through South Molton, Great Torrington and the rolling switchbacks of the B 3327. Well done to them!

**Crackington and Warleggan**

These were the 'sorter' hills for Class 2 in 1995. Velocity was the key to success on Crackington. Warleggan was very rough on Class 2 - we went up praying to the God of Sump Guards to protect our oil supply pipes! What a relief to reach the top intact.

Three Crackers made it up Crackington and four up Warleggan. Later I discovered that the sump guard had had a major bash, which had fractured the oil union pipe. Hence the pool of oil in the Union Hotel's garage next morning.

**Blue Hills and Old Stoney**

The six Cream Crackers, all shot up Blue Hills Two in clouds of dust, but both Jonathan Toulmin and I had trouble on Old Stoney. OHC MG; don't have much power below 2500-3000 RPM - not easy to attain on a hard, steep rock slope with no run at it. Must try another technique!

**Land's End**

The six Crackers finally arrived at Land's End to find Nigel Wood's TC parked at the time check with a broken stub axle. Ten minutes later Gerald Burridge broke a half shaft trying to set FTD on the special task. (Unbelievably, he broke the other one on the last special test of the Kimber trial, two weeks later - in a The Bear Hotel car park!) Perhaps he needs a new nickname 'Mac Dermid' Burridge. ('Mac' had the biggest right boot in the MG works team's and usually carried two spare diffs.)

**The Union Hotel, Penzance**

The Garage of the Union Hotel once more contained six works MG's, as it had done in the 1930's. There we had a celebration supper, since all the Crackers had completed the Land's End and each had won a medal, sixty years on! Same cars, same event, even some of the same hills; quite an occasion!



# Lands End on Two Wheels

*a report from Foggy*

No, no, not the David Heale Hillman Imp version of two wheels, the version with one behind the other. So the gauntlet was down, the gloves off, the rude remarks temporarily hushed. Following a disastrous Exeter, mostly caused by trying to climb sections which had been wrecked by cars, could the old boys actually finish a trial on a 'bike? Well, due to a variety of perfectly reasonable reasons (yes, excuses), the old boys were reduced to one. Compo had already entered in the Marlin (and he couldn't keep that up straight either) and Clegg changed his mind at the last minute and passengered for his wife in the Troll; wife? Troll? Sounds like bad news to me. So here it is - Foggy's solo outing to the end of the country.

So it was an easy one; well, nothing on a 'bike is that easy (quiet in the back row), but if you had to do a trial that would give you some help this year's Lands End was it. The journey from Popham, in daylight now due to the earlier start time, was over Salisbury Plain instead of down the A303, a great improvement. Breakfast number one at the Jolly Diner followed a short wait at the time check and then to Sugg Lane. No restarts anywhere for the 'bike classes this year, another major improvement; it can be quite difficult to re-establish balance and momentum after having to stop halfway up. (Which assumes you had them in the first place.) Sugg Lane and Felons Oak were dry, only the tapes on the left causing a little excitement as they loomed up in the headlight.

Breakfast number two at Minehead and on to Stoney Street - a 'bikes only section due to difficulties with the exit; a shame as it was an interesting one. For Beggars Roost the route card seemed to indicate a diversion for some classes, including B, but the marshall said not to worry; however as steering on the loose surface was a bit of a lottery we went via the diversion anyway. Off over Exmoor and into that last hour before dawn - always so much colder than the rest of the night. Sutcombe was wet and slippery, breakfast number three, then Hobbs Choice; be sensible, no point in throwing it away on a Special Test. Darracott, still not quite light enough to see all the bends. Down to Widemouth and a chance for a nap on the verge for half an hour; lie down in number order and get a dig in the ribs when his minute comes up - pass it on!

Crackington, ah Crackington; well I did manage not to fall into the 'farmyard fluids' - just came to rest against the bank at a strange angle (horizontal). Entirely my own fault - why follow someone else's ruts if you don't have to? Put it down to having taken a little nap. Treworld, then breakfast number four.

On to Warleggan, again dry and rough, just keep that throttle open! Blue Hills 1 and 2; I executed a little dab when coming out of 1 two weeks before the Lands End on the Cornwall ACU's End to End Trial, but it was wet then. No problem today; however leaving the start line on 2 led to a bit of a wiggle and a hasty dab to correct it - self inflicted - be more careful where you start from! Then just the last two - both too dry to be anything other than straightforward and on to the Finish. Yes, the Finish. Foggy made it to the Finish, 15

minutes early, with the probability of a Bronze, later confirmed. Alright, I know it was a friendly trial in kindly weather, but you've still got to do it!

Next outing for Foggy, Compo and Clegg? Well Foggy is off to Wales in mid-June for the Welsh 2-Day; 330 miles over two days, all off-road, against the clock. Compo is out looking for a new 'bike, one that won't fall on him, and Cleggy is considering the merits of wife versus a cold wet night on two wheels in October. Yes, you can't stay young for ever but you can be immature indefinitely!



*David Rolfe in his M type MG (circa 1930) begins his ascent of Crackington on this years Land's End*

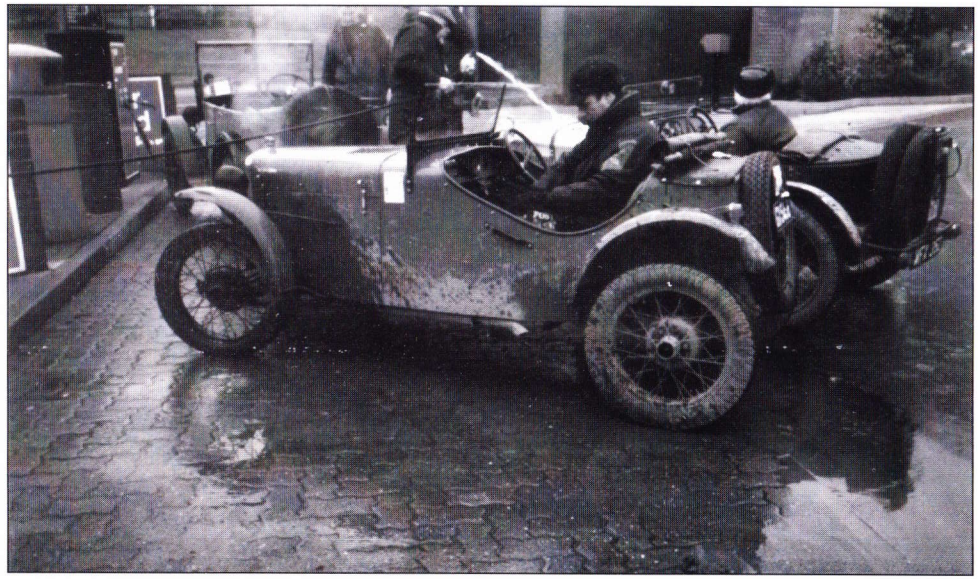
***John Blakely***



## More Land's End pics - taken by Anne Whellock (not yet giving up the day job!)




*John Green, Tim Whellock and Jeremy Flann queuing up for the pressure washer*



*...question is did this lead to one of those infantile water fights which certain members of the trials fraternity indulge in at aprés trials dinners - that pressure washer looks as if it would be mighty dangerous in the wrong hands!*

## The Shenstone & District Motor Club's
# Chase Clouds Trial

*Report by Anne Templeton*

Did it rain! At one stage, waiting in the woods, we were pelted with small white rocks and thought we'd been attacked by Martians or something - but no, it was just the Almighty having another little joke with the Trials fraternity.

What great fun this trial is. It even brought out some recent absentees, the Yearling Team in its entirety (Pearce T, Winnel P. and Marshall G.) hoping to lift the ugliest trophy in the sport - the Platts Handles, Shenstone's Team Award. They were even discussing which of them could take it home before the trial had even begun.

As usual, the Shenstone club managed to put together a good mix of sections, mostly in the forestry land. There were the old favourites and a few new ones thrown in. The re-starts were very cunningly placed and caused their usual havoc among Class 8. Paul Bartleman continued a great run with yet another class win, but class 8 managed to take the overall win, Mike Chatwin/Brian Bradshaw only losing 8 points in the Troll.

Frank and Brenda Burton were in tremendous form in the Marlin dropping only 13 and taking class 7 by miles. David Foreshew showed he really is a chip off the old block by coming third overall and taking class 8 in the GVS (the "old block" was in the passenger seat - I think - or was that another trial and his lady was with him, oh dear alzheimers coming on, sorry David). Mike Workman did not have such a good day in the other GVS but managed to come 8th overall.

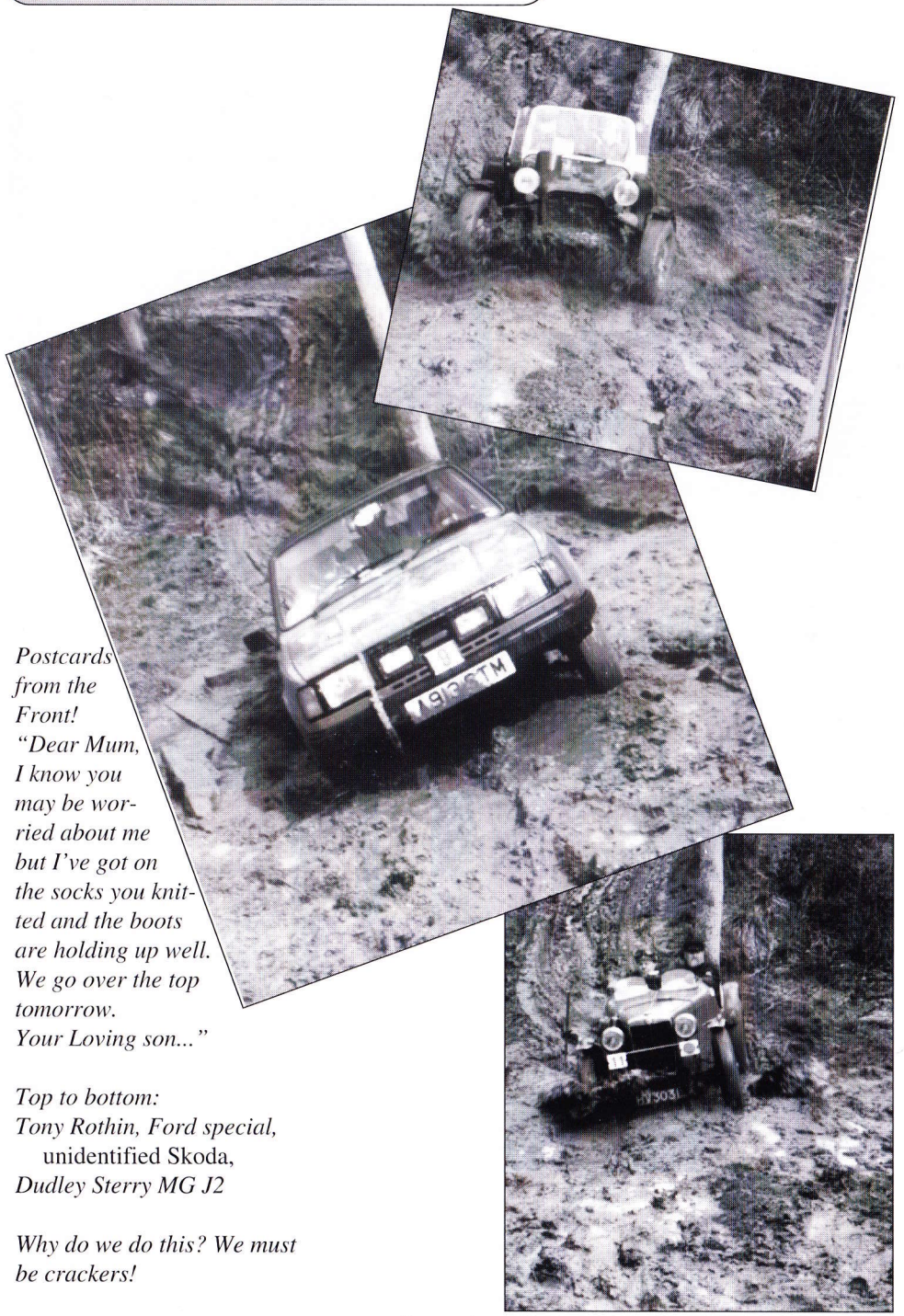
Tim (Wait until next Year) Lakin came 2nd in an ever increasingly competitive class 7 and Simon Robson had an emphatic win in class 4 in his Beetle.

But what of our intrepid Yearlings? Showing their age I'm afraid. First they got lost and completely missed the first section and then Winnel P. was penalised for walking the 3rd section. Apart from that they managed to collect no end of points on re-starts and had to watch the Platts Handles disappear into the grasp of David Alderson who took the coveted Trophy home with him, his team mates (Chatwin and your correspondent) having declined the honour of having the handles grace their mantelpieces. Actually you'd need a substantial fireplace to fit them on.

The trial was brilliantly organised as usual and the results were out very promptly. Well done Shenstone, surely the Trial of the Year will come your way soon!







*Postcards from the Front!*
*"Dear Mum, I know you may be worried about me but I've got on the socks you knitted and the boots are holding up well. We go over the top tomorrow.*
*Your Loving son..."*

*Top to bottom:*
*Tony Rothin, Ford special,*
unidentified Skoda,
*Dudley Sterry MG J2*

*Why do we do this? We must be crackers!*







*Hello, a dry section! Tim Lakin (top) had a good day in the Marlin while ?? in the Ford Popground to a halt on Stafford Steep*

***Adrian Linnecor***



## CHASE CLOUDS RESULTS

| | Class | Marks | S/T time | | Class | Marks | S/T time |
|---|---|---|---|---|---|---|---|
| Garry Preston | 1 | 56 | 38.40 | Mike Chatwin | 8 | 8 | 44.46 |
| John Ludford | 1 | 86 | 43.71 | David Foreshew | 8 | 18 | 35.86 |
| Ian Blackburn | 2 | 91 | 36.75 | Anne Templeton | 8 | 23 | 45.30 |
| Paul Bartleman | 3 | 25 | 39.67 | Dudley Sterry | 8 | 25 | 33.31 |
| Mike Braddock | 3 | 36 | 42.00 | Mike Workman | 8 | 26 | 28.43 |
| John Bell | 3 | 40 | 33.81 | Phil Winnel | 8 | 32 | 33.69 |
| Michael Jones | 3 | 43 | 46.41 | Keith Hodges | 8 | 32 | 38.49 |
| Tony Branson | 3 | 52 | 58.64 | David Alderson | 8 | 33 | 27.58 |
| Simon Robson | 4 | 29 | 41.21 | Tony Young | 8 | 34 | 30.50 |
| Dennis Greenslade | 4 | 35 | 56.91 | Grahame Marshall | 8 | 35 | 37.14 |
| David Greenaway | 4 | 37 | 41.94 | Tony Rothin | 8 | 36 | 31.84 |
| Neil Bray | 4 | 65 | 39.09 | Brian Cope | 8 | 36 | 31.99 |
| Matthew Sharratt | 4 | 65 | 49.91 | Robin Preedy | 8 | 37 | 52.34 |
| Maurice Williams | 4 | 85 | 44.64 | Dean Partington | 8 | 39 | 31.29 |
| Dave Smith | 5 | 28 | 34.37 | Simon Woodall | 8 | 41 | 33.93 |
| Andrew Carter | 6 | 26 | 41.95 | Tim Pearce | 8 | 44 | 37.32 |
| Mark Smith | 6 | 32 | 40.15 | Ian Davis | 8 | 50 | 35.08 |
| John Looker | 6 | 32 | 51.91 | Brian Bull | 8 | 52 | 38.91 |
| Michael Leete | 6 | 64 | 41.05 | Reg Taylor | 8 | 56 | 45.40 |
| Frank Burton | 7 | 13 | 35.92 | Stephen Bailey | 8 | 58 | 31.98 |
| Julian Dommett | 7 | 23 | 28.61 | Martyn Smith | 8 | 58 | 35.42 |
| Tim Lakin | 7 | 27 | 35.39 | Paul Fairbanks | 8 | 59 | 38.62 |
| Jason Collins | 7 | 31 | 32.06 | Paul Clay | 8 | 76 | 39.20 |
| PeterDavies | 7 | 36 | 31.88 | John Parsons | 8 | 85 | 33.13 |
| Robert Hodgkinson | 7 | Retired | | Dave Nash | 8 | 103 | 40.94 |


## FOUR YEARS WITHOUT A BROKEN DIFF?

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# The Silverton Motor Club's
# Exe Valley Trial

Mentioning no names of course, but the Re-start Correspondent for this Trial failed to correspond! If you missed it you missed a good one. As usual Ron Grimwood, Brian Mitchell and Co. managed to knock class 8 into the sidelines leaving "Perfect" Paul Bartleman to scoop another overall victory in the Escort, just pipping Frank Burton (Marlin) by a point. Graham Greenwell ran a close third in his Marlin. Tim Whellock did a stirling job in his Austin 7, beating several class 8's. Class 8 was won by Worky (Mike Workman to the uninitiated) in the GVS with Mike Chatwin a close second. Thanks to John Blakely for the photo.




*Worky on Thorns Wood, the first section on the Exe Valley Trial. This was a timed section and caused a small amount of wheelspin from the Golden Valley Special*

*John Blakely*





Exe Valley Trial

| | Class | Marks | S/T time |
|---|---|---|---|
| Bob Barrow | 1 | 38 | 29.53 |
| Gary Preston | 1 | 41 | 26.12 |
| David Haizelden | 1 | Retired | |
| Tim Whellock | 2 | 29 | 25.63 |
| Jeremy Flann | 2 | 48 | 23.66 |
| Paul Bartleman | 3 | 3 | 19.63 |
| Peter White | 3 | 39 | 23.12 |
| John Bell | 3 | 40 | 21.63 |
| Philip Roberts | 3 | 52 | 27.59 |
| Neil Farmer | 3 | 61 | 29.81 |
| C Hughes | 3 | 67 | 25.65 |
| John England | 3 | 70 | 24.47 |
| G. Stodgell | 3 | 91 | 25.72 |
| John Vile | 3 | Retired | |
| Mal Allen | 4 | 44 | 46.47 |
| T. Beard | 4 | 73 | 26.06 |
| D. Newland | 4 | 85 | 40.00 |
| Graham Brasier | 6 | 18 | 19.52 |
| Frank Burton | 7 | 4 | 18.96 |
| Graham Greenwell | 7 | 6 | 17.38 |
| Julian Dommett | 7 | 10 | 18.16 |
| Tim Lakin | 7 | 23 | 17.01 |
| Ray Easterbrook | 7 | 23 | 27.16 |
| Dave Llewellyn | 7 | 24 | 21.00 |
| John Ireson | 7 | 30 | 21.72 |
| Peter Davies | 7 | 31 | 23.47 |
| Jason Collins | 7 | 33 | 20.94 |
| Peter Quinn | 7 | 34 | 23.19 |
| Mike Workman | 8 | 9 | 15.25 |
| Mike Chatwin | 8 | 13 | 20.84 |
| David Alderson | 8 | 18 | 17.28 |
| Phil Winnel | 8 | 18 | 18.75 |
| Dudley Sterry | 8 | 21 | 19.03 |
| Brian Cope | 8 | 21 | 19.85 |
| George Davey | 8 | 22 | 14.69 |
| Bill Foreshew | 8 | 22 | 18.31 |
| Simon Woodall | 8 | 23 | 22.15 |
| Tony Rothin | 8 | 24 | 20.63 |
| Anne Templeton | 8 | 25 | 20.06 |
| Adrian Dommett | 8 | 27 | 24.18 |
| Terry Coventry | 8 | 37 | 18.47 |
| Mark Smith | 8 | 40 | 24.19 |
| Trevor Johns | 8 | 40 | 25.47 |


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# The Ross Motor Club's
# Kyrle Trophy Trial

*Report by Duncan Welch Navigating for Glynn Lobb*

The last ACTC championship round before the summer break, has always been a particularly difficult event. Very steep, rocky, and slippery hills liberally sprinkled with awful restarts. The entry list reflected this in that there was this year, a great preponderance of class 7 and 8 cars. This was very obvious at the start, with more Marlins that you could shake a stick at. The main topic of conversation seemed to be "How I threw away my gold award on the Lands End," some overshot test lines, others arrived at controls early, while some even broke vital components within sight of the finish.

The Kyrle weather is usually fine, even hot, and this year it had been dry for weeks so the hills were very dry on the whole and allied to the C of C's attempt to make the trial a bit more friendly, many people climbed hills as never before.

After a thorough scrutiny, and a cup of tea, we trundled off towards out first group of hills around the infamous Pludds. The first special test involved three lines and backing round a corner which tested some drivers to the limit as they are not used to going the wrong way. Fastest here was David Llewellyn in a Marlin. How do you do that in a Marlin? Next was Alan Lewis in a Buggy and then Julian Dommett in the S.V. Dellow. Pludds, itself was not very easy, and some of those who had to restart (class 8) failed, but it was much easier than in previous years and it was the first time I have seen the top. John Parsons had trouble here with the V8 Westfield which is not easy to get away from restarts.

Jack and Jill, two of the steepest hills you can imagine, had been altered to become Jackson, which would have tested classes 1 - 7 if it had been wet, and Jill just for class 8. Dudley Sterry had the super-charger mixture get in a tangle and the engine stopped at four. Otherwise most went clear.

Howlers Hill involved a tortuous route between tree stumps, following a trickily placed restart. Very few had trouble here, nor at Snompers which had a restart.

In the same forest was Tomlin Splash which was indeed wet. In fact there seemed to be a series of springs which drained over it and down it. There was a lot of revving going on as we arrived, as the Dingo with Peter Fear at the wheel fought its way to 4. Andy Carter made a magnificent climb in his big beetle finding grip by slipping the throttle right to the top. Mike Hobbs, similarly mounted, was next, and although he was given a clean, he stopped several times and by furious bouncing of the valves and the rear seat passenger did get going again. Julian Dommett stopped rather suddenly, lack of ground clearance since he was running on 15" wheels at the rear. Our attempt here was a great disappointment, as my driver rather lost speed rapidly stopping at 8. Reversing down I asked if he could see where he was going. "Oh yes" says he. Why then are you driving up this bank? Can a Marlin tip up to 70 degrees from the horizontal without falling over? No it can't. Luckily it has an integral windscreen /rollover-bar made of very thick iron which easily supports the car when inverted. To everybody's amazement the engine continued to tick-over at 600 rpm whilst upside down, but as I lay there in a







*Marlin overboard! All hands on deck!*
*Glynn Lobb and Duncan Welch being helped to set the*
*Marlin the right way up on Tomlin Splash*

muddy stream with my driver on top of me, I worried about the oil I could see running out of the bonnet louvres and down the mudguard towards me. By now many willing hands had lifted the car back to 70 degrees and held it there while my driver trampled me further into the mire. Mike Workman then insisted I got back into the drivers seat and bring the car down to the bottom of the hill. Sadly I am too tall to get into the drivers seat, so he jumped in and guided the machine to the bottom, covered in mud and oil. A cracked wing and broken wind deflector were the only damage and after topping up the oil we were on our way once more.

Cuddleigh Bank only stopped a few unlucky souls right at the bottom where a nasty start line incline reared its ugly head. My man did very well here and raced to the summit. Charcoal Flats was far from flat and was somewhat moist in several places, one being between 12 and 11 and the other between 8 and 7. Again there were tree stumps to contend with and after a brilliant start, we got confused by the stumps and leaf mould and stopped at 7. Poor Mrs. Templeton stopped at 12 by going too slowly as did Tim Whellock in his A7.

The second special test was to decide the trial, in that Mr. Workman did a light-ening time of 15.5 secs which was quicker than all the others who went clear. The test

itself involved avoiding a deep chasm and more backing between markers which hid behind the spare wheels all of which is not easy for a startled Marlin driver, but he managed it. Ken Orson actually did a 15.0 sec run here again in a Marlin. How do they do it.?

We couldn't quite manage Daws Tump. So near yet so far. Stuck on a tree root at 4. One day, I shall see the top of that nasty incline.

To my mind, Deep Dean is the nicest of all the Kyrle hills, being a proper road unlike all the forest tracks. This year there was a very sharp LH hairpin at the summit which my man negotiated with great skill to find a sunny field full of trials drivers. They appeared to be waiting to jeer at Phil Winnel who was running near the end. There was talk of "improving" the restart especially for him and it must have worked, as somehow he scored a 6. So ended a remarkably easy Kyrle trial with seven cars with clean sheets. I think the more enjoyable when you can climb most of the hills with just a few real stoppers. Jeremy Flann's Chummy took class 2, Paul Bartleman class 3 with an excellent clean sheet. David Greenaway and Derek Chatto classes 4 and 5. Andy Carter and Frank Burton took 6 and 7 again with superb cleans, while David Alderson and Dean Partington took 1st and 2nd in class 8 again clean.

Wonderful Worky won overall, making up for falling to pieces on the Lands End. I hope this is enough. If not, I may be in detention again next week.

Kyrle Trial Results

| | Class | Marks | S/T time |
|---|---|---|---|
| Jeremy Flann | 2 | 8 | 65.50 |
| Tim Whellock | 2 | 20 | 75.90 |
| Rob Harcourt-Smith | 2 | 23 | 49.40 |
| Paul Bartleman | 3 | 0 | 46.40 |
| Greg Warren | 3 | 13 | 36.20 |
| John Bell | 3 | 16 | 44.40 |
| David Greenaway | 4 | 40 | 43.30 |
| Matthew Sharratt | 4 | 46 | 45.00 |
| Derek Chatto | 5 | 10 | 36.70 |
| Dave Smith | 5 | 31 | 52.20 |
| Mike Wordsworth | 5 | Retired | |
| Andrew Carter | 6 | 0 | 40.30 |
| Mike Hobbs | 6 | 0 | 47.80 |
| Richard Penhale | 6 | 9 | 35.40 |
| Terry Ball | 6 | 11 | 43.40 |
| Keith Vipond | 6 | 12 | 46.70 |
| Geoff Fellows | 6 | Retired | |
| Frank Burton | 7 | 0 | 47.40 |
| Terry Mattin | 7 | 7 | 40.90 |
| Jason Collins | 7 | 7 | 41.50 |
| Julian Dommett | 7 | 8 | 35.80 |
| Harvey Harrison | 7 | 15 | 50.90 |
| David Llewellyn | 7 | 17 | 44.50 |
| Ken Orson | 7 | 19 | 35.40 |
| Glynn Lobb | 7 | 19 | 41.10 |
| Tim Lakin | 7 | 19 | 42.00 |
| Adrian Marfell | 7 | 27 | 35.30 |
| Robert Hodgkinson | 7 | 27 | 40.40 |
| Peter Davies | 7 | 27 | 41.00 |
| Mark Reeves | 7 | 52 | 78.80 |
| Mike Workman | 8 | 0 | 35.60 |
| David Alderson | 8 | 0 | 45.10 |
| Dean Partington | 8 | 0 | 45.80 |
| Mike Chatwin | 8 | 3 | 38.40 |
| Ian Davis | 8 | 4 | 36.50 |
| Phil Winnel | 8 | 6 | 39.50 |
| Dudley Sterry | 8 | 7 | 41.40 |
| John Parsons | 8 | 11 | 39.60 |
| Anne Templeton | 8 | 12 | 42.10 |
| Simon Woodall | 8 | 13 | 41.10 |
| Peter Fear | 8 | 14 | 49.90 |
| Paul Fairbanks | 8 | 20 | 43.00 |
| Martyn Smith | 8 | 30 | 43.60 |
| Clive Booth | 8 | 38 | 52.70 |
| Alun Lewis | 8 | Retired | |



# The Newquay Motor Club's Kernow Conquest Trial

*Report by Ian Bates and Keith Vipond*

On the 26th of March 1995 Newquay Auto Club ran their Kernow Conquest Classic Trial for the first time with Dennis Greenslade as Clerk of Course.

The start was at Messrs Kessells Motors just off the A30 at Summercourt, and was easy to find. This was set out as a one way system and seemed to work quite well. The scrutineer was in the service bay at the back. He was very thorough in his checks. Then round to the front of the garage to sign on in the showroom, collected route card and numbers (we think the route card was very well laid out). Then await our start time. We were car 22. The first car left the start at 08.00 on time. From start head north to the China Clay Works to Section 1 Barton Lane. Dry this year but would be very interesting when wet. Due to broken feed to coil we got to a 5, repaired fault and climbed section. When we arrived at Section 2, Poldew Lane, we found the rest of the entry. On asking what the problem was we were told due to the change from Winter time to Summer time and a faulty alarm clock the marshals had just arrived but nevertheless things soon got moving very well. Onto Section 3, Great Pelean, re-start 6, 7 & 8 which did not cause too much trouble. Section 4 was Tregerrick. This has a long down hill approach, rough in parts. The hill itself did not cause any delay to us. Then to Wagg Lane, minimum tyre pressure of 28psi and




*Paul Langton & Jim Davies in their Hambley Special 8 climbing Poldew Lane. They travelled all the way from Battersea, had many mechanical problems but finished the trial*

***Dennis Greenslade***

on tarmac. Onward to Section 6 Lanner Mill (a trip around the Greenslade's house) double restart, start on tarmac, hairpin restart, turn into wood, restart, back onto tarmac. Tom Balls Lane was Section 7 (MCC hill for motor bikes Zelah Lane). After the hold control we went to the hill. After section ends into a field, no route arrows, to come out just below start. Then came Old Stoney (as per Land's End).This caused no problem. The same applied to Turrfy Hedges. Frasers Wood was Section 10. This hill was in a steep sided hollow, I suspect if not for the very dry conditions this hill could well have been cancelled. Wheal Enys had tyre pressure restrictions. So onto Section 12 Flambards (no not the TV series - the Cornish Theme Park). We cleared the section only to find the park closed and were unable to have a go on the rides. Next came the only special test, a simple lines A B C . Due to a problem with reverse gear we took the penalty time. Onto Section 13, Nancemellin. The last hill of the trial. It had a detour to the left onto a very narrow bank. The rest of the section required some more work to clear the undergrowth. The finish had to be moved at the last miniute from Penzance to the White Hart Hotel in Hayle, a total route mileage of 127 miles. At the finish the results team were hard at work. Provisional results were posted. Final results arived at home within 7 days. Although an official photographer was out I did not receive any proofs or order form.

We would like to thank Dennis and his team for a well organised trial with good challenging sections. Unfortunately the dry weather for the week before did not help Dennis with the condition of the hills, even though there was some rain on the day. Good luck for the future of the trial.

Both the authors feel that with a shortened route this trial is worth observing by ACTC in 1996.

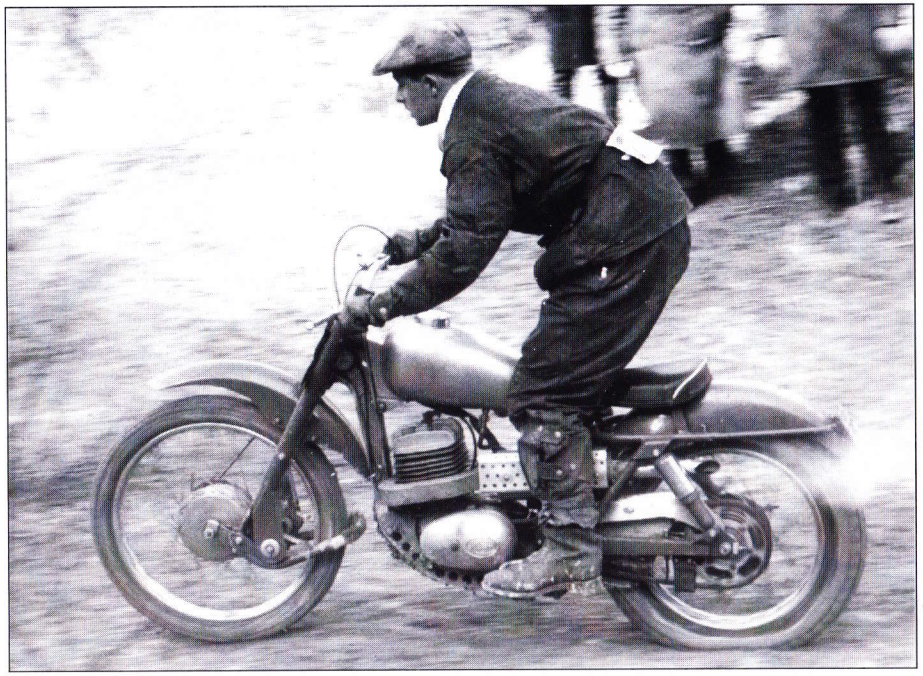


*Giles Greenslade/Andrew Cleal in their Talbot Sunbeam surmounting the hump on Poldew Lane. They eventually retired with a broken diff.*

***Dennis Greenslade***



# Competition



## Win a copy of "Jack's Wheels"

All you have to do is send the answers to the following questions on a postcard to the Editor. First out of the hat wins a signed copy of "Jack's Wheels" by Jack Pouncy, donated by Freightmaster Services

**1.**Who is the rider in the picture.
**2.** What make and model is the bike
**3.** What two trials cars has the rider campaigned in recent times

N.B. Relatives of the rider are excluded from this competition!





*Some pics of the White Peak trial in February:*

*Top: Stephen and Janet Bailey in the Ford Special*

*Below: An unidentified Beetle on an unidentified hill on the White Peak.*

*..and the Ed. is very sorry but the photographer is also unidentified - see "Note to Contributors" at the beginning of this issue! Thanks anyway to whoever sent these in.*



# MARKET PLACE

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UVA Fugitive 2 fully rebuilt and repainted. 1600 VW engine and box; new clutch; 12 months MOT. £1500
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**FOR SALE**

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Alan Garbutt Tel. 0121 308 8113

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**FOR SALE**

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**FOR SALE**

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1953, E93A powered. £2000.
Contact: Dean Partington 01332 832758 (eve)
0332 298011 (day).

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**FOR SALE**

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**FOR SALE**

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

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**FOR SALE**

Siva Roadster (Dr. Who car)
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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
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**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.
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**FOR SALE**

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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 opinons expressed!*

**From Ralph Venables:**

On page 33 of your April issue was a letter from me in which I mentioned the motorcycling exploits of several car trials drivers (singling out Perce Harden and Graham Forsdyke). I should have included Ian Williamson, the well-known Troll and MG exponent who nowadays lives in Gloucestershire but came from the North-West - maybe Cheshire or Lancashire - when I encountered him long ago.

Ian was a regular winner in motorcycle trials, first on a Francis-Barnett and later on a Greeves. His ability to find wheelgrip on two wheels seems to have carried on, so that he can be relied upon to give a good performance in car trials today. Those car drivers who tackle every muddy slope with the accelerator pedal hard down on the floor are seldom those who served their "apprenticeship" in motorcycle trials.

One of my best friends is Gordon Jackson, one-time winner of the annual British Experts Trial (the blue riband of motorcycling) and later winner of the annual RAC Trials Championship. Gordon, now a Farmer in Devon, always had a "feel" for wheelgrip - as much with four wheels as with two. The nicety of throttle-control appears to be becoming a lost art, but when I drove my Allard the "nicety" became no more than a memory!

Anyhow, here is a picture of Ian Williamson on his 250cc Greeves, competing in the annual ACU Inter-Centre Team Trial on March 8, 1964. If the grass is wet for the MCC Testing Trial on September 3, remember my words!

**From Graham Brasier**

Observations:

Often at scrutineering, time is lost by scrutineers and their deputies seeing something they THINK is wrong on a carand making an issue of it, which in some instances upsets a competitor's whole day's sport, and worse, makes young competitors, plus a few old ones definately anti scrutineer or club which is not good P.R.

A few hiccups are inevitable, especially if a personality clash is present. Perhaps a few guide lines to scrutineers and eligibility scrutineers could make the difference between going again next year and not.

It would be an advantage if scrutineers on finding something they think is wrong with a car but not knowing 100% make a note of it and explains to the competitor that he is not sure if it's legal and that it won't affect his day's sport providing another competitor does not protest and he will drop a line with the results as to its legality etc. I believe 99% of all competitors prepare their cars to the best of their ability with due reference to the regulations within the Blue Book (which is not always easily urderstood).

Without going into details, one scrutineer said to a competitor as he stopped in the scrutineering bay, 'You've got a ticket' which immediately put the competitors back up. There is no need for this approach, even if the competitor was wrong, as it happened the competitor was in full complience with the Blue Book, but the damage was done. I have had similiar experiences myself and haven't even had a sorry!!

Regarding L.S.D.'s there are a few points which I feel should be considered. Many readily condemn L.S.D.s not knowing very much about them. If L.S.D.s were as good as

many make out, I would still be using one and so would quite a few others, it would also be a very reliable and cheap way of making a car climb without much, if any expensive tuning to the engine.

However I stand to be corrected on the followina: 1. L.S.D.s in V.W, Beetles or similar rear engine, rear wheel drive make the car understeer and are just about unmanagable on any right hand or left hand bend let alone hairpins. It also puts the car in Class 7 (There are other disadvantages). 2. L.S.D.s in Escorts or similar front engined rear wheel drive, would put the car in class 6 have similar steering problems and no concrete evidence yet that it would be a winner. (Just a thought, do you think Paul Bartleman would do any better with a L.S.D.?) 3. L.S.D. in front wheel drive cars, I think would be an advantage being able to steer the locked or semi-locked wheels, but again this is not yet proven in classic trials.

If future production front wheel drive cars with traction control ie. L.S.D., start climbing everything, make them have the more difficult stop and restarts that classes 6,7,and 8 enjoy. Monitor the results.

Would it not be better to leave the provisions made for L.S.D.s in the Blue Book as they are until it is proven by result that L.S.D.s are as formidable as suggested. Why not wait and see.

Finally the provisional results sent out by some clubs are very badly produced and in some cases difficult to understand and follow. More times than not no information is included as to which classes have been amalgamated either before the start, after the event, nor even in the provisional results! If practical I am sure most of us would like to see all provisional results in class order as some clubs do.

In conclusion I have had more fun and satisfaction classic trialing than in any other type of motor sport I have tried. Classic trialing deserves far more recognition from the motor sport media than it gets, but perhaps we don't want that!

**From: Dave Parry**

In reply to the letter from Ian Blackburn (Mouths on Wheels April '95) regarding Litton Slack. I cannot agree with him more. Here is an accident waiting to happen. My last two visits there have been in very wet weather, and as a passenger. I have never liked the approach to the section, even in the dry and the effect is made even more frightening as I suffer from vertigo!!

Many years ago we used to approach this section from the bottom, past the cottages but I think there was some objection and the top approach came into being.

Litton Slack is such an integral part of the Edinburgh Trial we cannot afford to lose it, but neither should we put competitors in a position which could cause a serious accident - or worse.

New subject: Timing and Special Tests

I really think that the time has come to take a realistic view of the timing of special tests. As Anne Templeton so rightly states, it is ludicrous to try to time to 100ths of a second with a hand held stopwatch. It simply cannot be done. Even to time to 10ths is quite luaghable. To time to 1 second is as accurate as anyone can get, timing by hand, and even that is asking a lot of a marshal, especially on one of our events such as the Land's End Trial where you have someone taking responsibility for timing 350 competitors.

Over 20 years of timing Sprints, Autocrosses and Special Stages by hand have left me very cynical of the accuracy of such results. Electronic timing, if timing is to be used, is the only answer. This does not come cheap, and indeed, led directly to my retirement as an RAC Timekeeper. As long as there is no requirement for certified timing equipment, then it should not be beyond the capabilities of a club or club member to buy or construct an electronic timing set. That said and done, then the owner will have to travel with it, hire it out, repair it and possibly claim expenses for its use. But that is another story!

Believe you me, timing beyond the accuracy of 1 second is a complete lottery.



## ➢➢➢➢Forthcoming Events➢➢➢➢

| | | | |
|---|---|---|---|
| **September** | | | |
| 10th | Testing Trial | MCC | Non ACTC |
| 17th | Taw & Torridge | Holsworthy | Champ |
| **October** | | | |
| 1st | Ilkley Trial | Ilkley MC | Champ |
| 7th | Edinburgh Trial | MCC | Champ/CC |
| 14th | Ebworth | Stroud | ACTC invited |
| 22nd | Exmoor Clouds | Minehead MC | Champ |
| 29th | Tamar | L & NMC | Champ |
| November | | | |
| 5th | Bodmin | Camel Vale | Non ACTC |
| 5th | Hardy | Woolbridge | Champ |
| 26th | Allen | BMC & LCC | Champ |
| **December** | | | |
| 3rd | Camel Classic | Camel Vale | Champ |

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

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# ACTC COUNCIL

The General Meeting was held on April 9th at the Crown Inn, Minchinhampton.

### Election of Officers

All officers with the exception of the Hon. Secretary stood for re-election and were duly elected. There were two nominations for the post of Hon Secretary: Gerald Burridge (MGCC) and Stephen Bailey (MCC). A vote was taken which was split and so the Chairman used his casting vote in favour of Gerald Burridge. The Council were grateful to Stephen Bailey for standing and invited him to take over the task of Class 7 co-ordinator to which he agreed. The Officers elected take up their posts at the September AGM. It was agreed by the Council that the election of President should be postponed until the September AGM.

### New Clubs applying for Membership

Falcon Motor Club and Newquay Motor Club both applied to join ACTC and were both accepted as members of the Association.

### New Championship Events

Ilkley Motor Club and Midland Auto Club had previously applied for their respective Trials, the Ilkley and the Clee Hill to be included as Championship Rounds. Their acceptance was proposed and passed by Council; the Clee Hill Trial will be run in January 1996, the Ilkley will be a Championship round this year.

Andy Webb, the Championship Monitor, emphasised that all Championship Rounds should be kept under close scrutiny and that Clubs should be aware that a Trial which does not come up to standard should be suspended from the Championship and monitores for re-inclusion. With so many vents in the calendar, it was agreed that it is very important. to maintain high standards in the sport's best interest.

### Date of next Meeting

The date of the AGM was fixed for September 24th 1995. It was also agreed to set a date for the next General Meeting in April. The proposed date for that is 28th April to be confirmed at the AGM.

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On the following pages is a list of Delegates and Officers. If you want your voice heard at Council Meetings you should contact you Club Delegate with your views. It is no good bending the ears of the Officers as they do not have a vote - your Club Delegate does!



## List of ACTC Officers and Delegates

**Chairman**
Mr Simon Woodall
Dumbleton Brook, Eardiston
Tenbury Wells, Worcester WR15 8JR
01580 470348 Wrk 021 643 4451

**Vice Chairman**
Mr David Alderson
Beggars Roost, 64 Midland Road
Olney, Buckinghamshire MK46 4BP
01234 240707

**Hon. Secretary**
Gerald Burridge
The Smithy, Ston Easton
Bath, BA3 4DQ
01761 241223

**Championship Secretary**
Mr. R. Dawe
76 Church Road, Richmond-upon- Thames
Surrey TW10 6LW
0181 948 1256

**Treasurer**
Mrs. J. Mattin
3 Pine Tree Drive, Ickenham
Middlesex UB10 8AE
01895 255958

**Championship Quality Controller & Woolbridge Motor Club**
Mr Andy Webb
61 Buxton Road, Weymouth
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01305 775122 (home) 866088 (work)

**Vice President**
Mr Martin Halliday
Goldfinch Cottage, Sedgwick Lane
Sedgewick, Horsham,
SussexRH13 6QF

**Vice President**
Mr Alan Foster
68 Quarry Road, Winchester
Hampshire SO23 8JS 0962 62505

**Motor Cycling Club Ltd/Vice President**
Mr John West
3 Chipping Close, Symn Lane
Wotton Under Edge
Gloucestershire GL12 7BB

**Bristol Motor Cycle & Light Car Club**
Mr Mark Tooth
Bowling Road, Chipping Sodbury
Bristol, BS17 6EP 01454 329231

**Camel Vale Motor Club**
Mr R. J. Barrow
Hazeldene, Rees Hill, Roche, St Austell
Cornwall PL26 8LR 01726 890451

**Falcon Motor Club**
Alan Davies
53 New Road, Digswall, Welwyn
Herts, AL6 0AQ

**Holsworthy**
Mr Roger Pole
Oakfields, Brandis Corner , Holsworthy
Devon EX22 7YD 0409 221507

**Ikley & District Motor Club**
Peter Coleman
Wheatley Works, Ilkley, Yorks. LS29 8PY
0943 609896 (eve. 609981 fax.817211)

**Launceston & N.Cornwall MC**
Mr Robin Moore
Trefrew Farm, Camelford, Cornwall
PL32 9TR 01840 213273

## List of ACTC Officers and Delegates

**MG Octagon Club**
Mr Harry Crutchley
36 Queensville Avenue,Stafford ST17 4LS

**MGCC**
Brian Osborn
69 Monument Lane, Lickey,Birmingham
B45 9QJ 0121 453 3380

**Midland Auto Club**
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4 Briery Lands, Snitterfield
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01789 731332

**Minehead Motor Club**
Dick Hutchins
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Somerset TA24 6PN 01643 821492

**Morgan Sports Car Club**
Mr Peter Sargeant
Lintridge Farm,Bromsberrow Heath
Ledbury,Herefordshire HR8 1PB
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**Newquay Motor Club**
Ian Tucker
7 Curlew Close, Newquay, Cornwall
TR7 1SU 01637 850054

**North Devon M.C.**
Mr John Barthram
3 Willowtree Road, Rumsam, Barnstaple
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**Torbay Motor Club**
Greg Warren
Ingsdon View,Liverton, Newton Abbot
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**Ross & District MC**
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01989 564932 (home) 562530 (work)

**Sheffield & Hallamshire M.C.**
Mrs M. Jones
29 Harbour Road, Woodseats, Sheffield
West Yorkshire S8 0BB 01742 748962

**Shenstone & District C.C.**
Mr. M. Chatwin
67 Penns Lane, Sutton Coldfield
West Midlands B72 1BJ

**Silverton Motor Club**
Mr Brian Mitchell
Leatway,Tiverton Road, Cullompton
Devon. EX15 1LW 01884 32245

**Sporting Owner Drivers Club**
Mr M.D. Pearson
12 St Mary's Glebe, Edlesborough
Dunstable, Bedfordshire LU6 2EB
01525 221077

**Stroud & District Motor Club**
Mr Terry Coventry
5 Burcombe Way ,Chalford Hill, Stroud
Glos GL6 8PB 01453 884428

**750 Motor Club**
Mr Philip. D. Coltart
West End, 34 Oaktree Drive, Hook
Basingstoke. RG27 9RN 01256 762840



## DAWEMOBILE

Tables are somewhere - the halfway point in the year when the Production Car leading the Wheelspin has got it all to do in the second half; so go for it Paul, someone must win the Wheelspin in a non-Class 8 car sooner or later. Three Class 2 cars in the top five of the Crackington - it must be getting too easy out there! And a lady leading the Navigators for the summer break.

Also attached is the new Team Trophy table; now come along; I don't mind doing the work if you lot will fill in the forms. We have only two teams entered and one of those donated the Trophy, which can't be allowed. For this year only, a once in a lifetime offer, if you register now all scores on trials where all three members started will count from the beginning of the year. This will not happen again, so register now! Address and phone numbers below - if you can't write (you are going to have trouble with the new driving test!) just ring with the three team members names.

Summer moves from the grapevine include a Class 5 Midget changing hands - expect to see it on the Taw & Torridge with an old (very old!) Class 5 hand at the wheel; and a Class 7 driver building a serious big boys toy for Class 8. Should be interesting.

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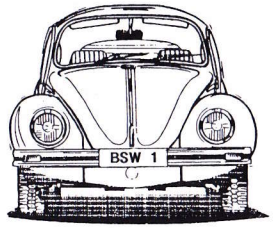
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# Wheelspin League 1995

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Lands End | Exe Valley | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Paul Bartleman | 5 | 10 | | 9 | 4 | 10 | 5 | 6 | | | | | | | | | 49 | 49 |
| Michael Chatwin | 3 | 9 | 6 | | 10 | 5 | 5 | 3 | | | | | | | | | 41 | 41 |
| Mike Workman | 3 | 8 | 8 | | 3 | 7 | | 10 | | | | | | | | | 39 | 39 |
| Dudley Sterry | 5 | 4 | 10 | 7 | 5 | 1 | 3 | | | | | | | | | | 35 | 35 |
| Frank Burton | 5 | | | 4 | 9 | 9 | | 5 | | | | | | | | | 32 | 32 |
| David Alderson | 3 | 2 | | | | 4 | 5 | 8 | | | | | | | | | 22 | 22 |
| Julian Dommett | | | | 2 | 7 | 6 | 5 | | | | | | | | | | 20 | 20 |
| Philip Bovill | | | 9 | | | | 5 | | | | | | | | | | 14 | 14 |
| Brian Cope | 1 | 6 | 7 | | | | | | | | | | | | | | 14 | 14 |
| Anne Templeton | 3 | | | | 6 | | 5 | | | | | | | | | | 14 | 14 |
| Mark Kessell | 3 | 7 | | | | | 3 | | | | | | | | | | 13 | 13 |
| Andrew Carter | | | | | 2 | | | 9 | | | | | | | | | 11 | 11 |
| Terry Coventry | 3 | | | 3 | | | 5 | | | | | | | | | | 11 | 11 |
| Dean Partington | | | 1 | | | | 3 | 7 | | | | | | | | | 11 | 11 |
| Dick Bolt | 5 | | | | | | 5 | | | | | | | | | | 10 | 10 |
| Roger Brooking | 5 | | | | | | 5 | | | | | | | | | | 10 | 10 |
| Jeremy Flann | 3 | | 2 | | | | 5 | | | | | | | | | | 10 | 10 |
| John Skinner | 5 | | | | | | 5 | | | | | | | | | | 10 | 10 |
| Peter Treliving | 5 | | | | | | 5 | | | | | | | | | | 10 | 10 |
| Greg Warren | 5 | | | | | | 5 | | | | | | | | | | 10 | 10 |
| Jason Collins | | | 4 | | | | 5 | | | | | | | | | | 9 | 9 |
| Graham Brasier | 1 | | | | | 2 | 5 | | | | | | | | | | 8 | 8 |
| George Davey | | | | 8 | | | | | | | | | | | | | 8 | 8 |
| David Haizelden | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Tony Rothin | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Jonathan Toulmin | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Tim Whellock | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Simon Woodall | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Mike Wordsworth | 3 | | | | | | 5 | | | | | | | | | | 8 | 8 |
| Phil Winnel | 3 | | | | | 3 | | 1 | | | | | | | | | 7 | 7 |
| Peter Hart | 1 | | | | | | 5 | | | | | | | | | | 6 | 6 |
| Philip Roberts | | | | 6 | | | | | | | | | | | | | 6 | 6 |
| Mal Allen | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Ron Butcher | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Ken Green | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Dennis Greenslade | 5 | | | | | | | | | | | | | | | | 5 | 5 |
| Michael Jones | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Michael Leete | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Dave Llewellyn | | | | 5 | | | | | | | | | | | | | 5 | 5 |
| Terry Mattin | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Derek Pearce | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Robin Preedy | | | 5 | | | | | | | | | | | | | | 5 | 5 |
| Peter Quinn | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| John Sargeant | | | | | | | 5 | | | | | | | | | | 5 | 5 |
| Gerald Burridge | 1 | | | | | | 3 | | | | | | | | | | 4 | 4 |
| David Miller | 3 | | | | | | 1 | | | | | | | | | | 4 | 4 |
| Simon Robson | 1 | | | | | | 3 | | | | | | | | | | 4 | 4 |
| Ian Blackburn | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Tony Branson | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Derek Chatto | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Paul Eamer | 3 | | | | | | | | | | | | | | | | 3 | 3 |



# Wheelspin League 1995

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ray Easterbrook | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Perce Harden | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Harvey Harrison | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Malcolm Hazlewood | | | 3 | | | | | | | | | | | | | | 3 | 3 |
| Brian Osborn | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| Alastair Queen | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| Alan Selwood | | | | | | | 3 | | | | | | | | | | 3 | 3 |
| Tim Thompson | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| Mark Tooth | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| Ken Tucker | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| David Turner | 3 | | | | | | | | | | | | | | | | 3 | 3 |
| Tim Lakin | | | | 1 | 1 | | | | | | | | | | | | 2 | 2 |
| Peter Davis | | | | | | | 1 | | | | | | | | | | 1 | 1 |
| David Maynard | | | | | | | 1 | | | | | | | | | | 1 | 1 |
| Nick Ryle | 1 | | | | | | | | | | | | | | | | 1 | 1 |
| Keith Vipond | 1 | | | | | | | | | | | | | | | | 1 | 1 |

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# Crackington League 1995

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Paul Bartleman | 5 | 11.0 | 10.4 | 10.0 | 10.5 | 10.9 | 5 | 10.3 | | | | | | | | | 73.1 | 73.1 |
| Michael Chatwin | 3 | 11.0 | 7.0 | 7.0 | 11.0 | 10.0 | 5 | 8.0 | | | | | | | | | 62.0 | 62.0 |
| Mike Workman | 3 | 10.0 | 9.0 | 8.0 | 7.0 | 11.0 | | 11.0 | | | | | | | | | 59.0 | 59.0 |
| Julian Dommett | | 7.9 | 10.0 | 9.0 | 9.6 | 9.0 | 5 | 8.0 | | | | | | | | | 58.5 | 58.5 |
| Dudley Sterry | 5 | 7.0 | 11.0 | 10.0 | 8.0 | 7.0 | 3 | 5.0 | | | | | | | | | 56.0 | 56.0 |
| Jason Collins | | 8.9 | 11.0 | 5.0 | 7.6 | 3.0 | 5 | 9.0 | | | | | | | | | 49.5 | 49.5 |
| Tim Whellock | 3 | 10.5 | | 10.3 | | 10.2 | 5 | 9.3 | | | | | | | | | 48.3 | 48.3 |
| Frank Burton | 5 | | | 10.0 | 10.6 | 11.0 | | 11.0 | | | | | | | | | 47.6 | 47.6 |
| John Bell | | 7.0 | 8.4 | 6.0 | 8.5 | 8.9 | | 8.3 | | | | | | | | | 47.1 | 47.1 |
| Jeremy Flann | 3 | 7.5 | 10.5 | | | 9.2 | 5 | 10.3 | | | | | | | | | 45.5 | 45.5 |
| Tim Lakin | | 6.9 | 9.0 | 8.0 | 8.6 | 8.0 | | 3.0 | | | | | | | | | 43.5 | 43.5 |
| David Alderson | 3 | 5.0 | | 3.0 | 4.0 | 9.0 | 5 | 10.0 | | | | | | | | | 39.0 | 39.0 |
| Graham Brasier | 1 | 10.1 | | 10.2 | | 10.1 | 5 | | | | | | | | | | 36.4 | 36.4 |
| Garry Preston | | 6.8 | 8.3 | | 10.2 | 9.3 | | | | | | | | | | | 34.6 | 34.6 |
| Dave Smith | | | 10.3 | | 10.1 | | | 9.3 | | | | | | | | | 29.7 | 29.7 |
| Anne Templeton | 3 | 4.0 | | 5.0 | 9.0 | | 5 | 3.0 | | | | | | | | | 29.0 | 29.0 |
| Greg Warren | 5 | 9.0 | | | | | 5 | 9.3 | | | | | | | | | 28.3 | 28.3 |
| David Haizelden | 3 | 8.8 | 10.3 | | | | 5 | | | | | | | | | | 27.1 | 27.1 |
| Peter Treliving | 5 | 8.5 | | 8.3 | | | 5 | | | | | | | | | | 26.8 | 26.8 |
| Philip Roberts | | 8.0 | | 9.0 | | 7.9 | | | | | | | | | | | 24.9 | 24.9 |
| Matthew Sharratt | | | 8.5 | | 6.6 | | | 9.2 | | | | | | | | | 24.3 | 24.3 |
| Brian Cope | 1 | 8.0 | 8.0 | | | 6.0 | | | | | | | | | | | 23.0 | 23.0 |
| Dave Llewellyn | | | | 11.0 | | 6.0 | | 6.0 | | | | | | | | | 23.0 | 23.0 |
| Michael Leete | | | 9.2 | | 7.4 | | 5 | | | | | | | | | | 21.6 | 21.6 |
| Andrew Carter | | | | | 10.4 | | | 10.6 | | | | | | | | | 21.0 | 21.0 |
| Terry Mattin | | | | 6.0 | | | 5 | 10.0 | | | | | | | | | 21.0 | 21.0 |
| Neil Bray | | | 9.5 | | 7.6 | | 3 | | | | | | | | | | 20.1 | 20.1 |
| Phil Winnel | | | | | 6.0 | 8.0 | | 6.0 | | | | | | | | | 20.0 | 20.0 |
| Ian Blackburn | | | 6.5 | | 10.1 | | 3 | | | | | | | | | | 19.6 | 19.6 |
| Harvey Harrison | | | 7.0 | 2.0 | | | 3 | 7.0 | | | | | | | | | 19.0 | 19.0 |
| Mark Smith | | | | 9.2 | 9.4 | | | | | | | | | | | | 18.6 | 18.6 |
| John Skinner | 5 | | 7.5 | | | | 5 | | | | | | | | | | 17.5 | 17.5 |
| Terry Coventry | 3 | | | 9.0 | | | 5 | | | | | | | | | | 17.0 | 17.0 |
| Ray Easterbrook | | | | 7.0 | | 7.0 | 3 | | | | | | | | | | 17.0 | 17.0 |
| Mark Kessell | 3 | 10.9 | | | | | 3 | | | | | | | | | | 16.9 | 16.9 |
| Peter Davies | | | 6.0 | | 6.6 | 4.0 | | | | | | | | | | | 16.6 | 16.6 |
| George Davey | | | | 11.0 | | 5.0 | | | | | | | | | | | 16.0 | 16.0 |
| Dean Partington | | | 4.0 | | | | 3 | 9.0 | | | | | | | | | 16.0 | 16.0 |
| Peter White | | 6.0 | | | | 9.9 | | | | | | | | | | | 15.9 | 15.9 |
| Mal Allen | | | | | | 10.3 | 5 | | | | | | | | | | 15.3 | 15.3 |
| Philip Bovill | | | 10.0 | | | | 5 | | | | | | | | | | 15.0 | 15.0 |
| Dennis Greenslade | 5 | | | | 9.6 | | | | | | | | | | | | 14.6 | 14.6 |
| Simon Robson | 1 | | | | 10.6 | | 3 | | | | | | | | | | 14.6 | 14.6 |
| David Turner | 3 | | 10.5 | | | | | | | | | | | | | | 13.5 | 13.5 |
| Derek Chatto | | | | | | | 3 | 10.3 | | | | | | | | | 13.3 | 13.3 |
| Ken Orson | | | 8.0 | | | | | 5.0 | | | | | | | | | 13.0 | 13.0 |
| Tony Rothin | 3 | | 3.0 | | | 2.0 | 5 | | | | | | | | | | 13.0 | 13.0 |
| Simon Woodall | 3 | | | | | 3.0 | 5 | 2.0 | | | | | | | | | 13.0 | 13.0 |
| Michael Jones | | | | | 7.5 | | 5 | | | | | | | | | | 12.5 | 12.5 |
| Perce Harden | | | | 9.2 | | | 3 | | | | | | | | | | 12.2 | 12.2 |
| Peter Quinn | | 4.9 | | | | 2.0 | 5 | | | | | | | | | | 11.9 | 11.9 |



# Crackington League 1995 (cont.)

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| David Miller | 3 | | 7.4 | | | | 1 | | | | | | | | | | 11.4 | 11.4 |
| Angus Stewart | | 10.8 | | | | | | | | | | | | | | | 10.8 | 10.8 |
| Dick Bolt | 5 | | | | | | 5 | | | | | | | | | | 10.0 | 10.0 |
| 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 |
| Jonathan Toulmin | 3 | | | | | | 5 | | | | | | | | | | 8.0 | 8.0 |
| Mike Wordsworth | 3 | | | | | | 5 | | | | | | | | | | 8.0 | 8.0 |
| Keith Vipond | 1 | | | | | | | 6.6 | | | | | | | | | 7.6 | 7.6 |
| Peter Davis | | 5.9 | | | | | 1 | | | | | | | | | | 6.9 | 6.9 |
| Brian Alexander | | 6.8 | | | | | | | | | | | | | | | 6.8 | 6.8 |
| Peter Hart | 1 | | | | | | 5 | | | | | | | | | | 6.0 | 6.0 |
| Malcolm Hazlewood | | 6.0 | | | | | | | | | | | | | | | 6.0 | 6.0 |
| Robin Preedy | | | 6.0 | | | | | | | | | | | | | | 6.0 | 6.0 |
| Ron Butcher | | | | | | | 5 | | | | | | | | | | 5.0 | 5.0 |
| Ken Green | | | | | | | 5 | | | | | | | | | | 5.0 | 5.0 |
| John Ireson | | | | | | 5.0 | | | | | | | | | | | 5.0 | 5.0 |
| Derek Pearce | | | | | | | 5 | | | | | | | | | | 5.0 | 5.0 |
| John Sargeant | | | | | | | 5 | | | | | | | | | | 5.0 | 5.0 |
| Gerald Burridge | 1 | | | | | | 3 | | | | | | | | | | 4.0 | 4.0 |
| John Parsons | | | | | | | | 4.0 | | | | | | | | | 4.0 | 4.0 |
| Chris Coote | | | | 3.0 | | | | | | | | | | | | | 3.0 | 3.0 |
| Paul Eamer | 3 | | | | | | | | | | | | | | | | 3.0 | 3.0 |
| Robert Hodgkinson | | | 3.0 | | | | | | | | | | | | | | 3.0 | 3.0 |
| David Maynard | | | 2.0 | | | | 1 | | | | | | | | | | 3.0 | 3.0 |
| Brian Osborn | 3 | | | | | | | | | | | | | | | | 3.0 | 3.0 |
| Alastair Queen | 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 |
| David White | 3 | | | | | | | | | | | | | | | | 3.0 | 3.0 |
| Brian Bull | | | 2.0 | | | | | | | | | | | | | | 2.0 | 2.0 |
| Adrian Marfell | | | | | | | | 2.0 | | | | | | | | | 2.0 | 2.0 |
| Grahame Marshall | | | | | 2.0 | | | | | | | | | | | | 2.0 | 2.0 |
| Nick Ryle | 1 | | | | | | | | | | | | | | | | 1.0 | 1.0 |

## Navigator's League 1995

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Antonia Ashby | | 7.9 | 10.0 | 9.0 | 9.6 | 9.0 | 5 | 8.0 | | | | | | | | | 58.5 | 58.5 |
| John Collins | | 8.9 | 11.0 | 5.0 | 7.6 | 3.0 | 5 | 9.0 | | | | | | | | | 49.5 | 49.5 |
| Anne Whellock | 3 | 10.5 | | 10.3 | | 10.2 | 5 | 9.3 | | | | | | | | | 48.3 | 48.3 |
| Brenda Burton | 5 | | | 10.0 | 10.6 | 11.0 | | 11.0 | | | | | | | | | 47.6 | 47.6 |
| Karen Linforth | 5 | 11.0 | 10.4 | | | 11.0 | | | | | | | | | | | 37.4 | 37.4 |
| Nigel Allen | 1 | 10.1 | | 10.2 | | 10.1 | 5 | | | | | | | | | | 36.4 | 36.4 |
| Judy Preston | | 6.8 | 8.3 | | 10.2 | 9.3 | | | | | | | | | | | 34.6 | 34.6 |
| Jim Templeton | 3 | 4.0 | | 5.0 | 9.0 | | 5 | 3.0 | | | | | | | | | 29.0 | 29.0 |
| Richard Cosway | 3 | 8.8 | 10.3 | | | | 5 | | | | | | | | | | 27.1 | 27.1 |
| Kieron Patterson | 1 | 8.0 | 8.0 | | | 6.0 | | | | | | | | | | | 23.0 | 23.0 |
| Brian Mitchell | | | | 11.0 | | 6.0 | | 6.0 | | | | | | | | | 23.0 | 23.0 |
| Mark Linforth | 3 | 10.0 | 9.0 | | | | | | | | | | | | | | 22.0 | 22.0 |
| Judy Treliving | | 8.5 | | 8.3 | | | 5 | | | | | | | | | | 21.8 | 21.8 |
| 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 |
| Sue Bannister | | | | 9.2 | 9.4 | | | | | | | | | | | | 18.6 | 18.6 |
| Gloria Skinner | 5 | | 7.5 | | | | 5 | | | | | | | | | | 17.5 | 17.5 |
| Glenice Coventry | 3 | | | 9.0 | | | 5 | | | | | | | | | | 17.0 | 17.0 |
| Margaret Easterbrook | | | | | 7.0 | | 7.0 | 3 | | | | | | | | | 17.0 | 17.0 |
| Cathy Kessell | 3 | 10.9 | | | | | 3 | | | | | | | | | | 16.9 | 16.9 |
| Martyn Little | | | 6.0 | | 6.6 | 4.0 | | | | | | | | | | | 16.6 | 16.6 |
| Emma Macfadyen | | | | 11.0 | | 5.0 | | | | | | | | | | | 16.0 | 16.0 |
| Donny Allen | | | | | | 10.3 | 5 | | | | | | | | | | 15.3 | 15.3 |
| Matthew Robson | 1 | | | | 10.6 | | 3 | | | | | | | | | | 14.6 | 14.6 |
| Andrew Ellis | 3 | | 10.5 | | | | | | | | | | | | | | 13.5 | 13.5 |
| Gillian Chatto | | | | | | | 3 | 10.3 | | | | | | | | | 13.3 | 13.3 |
| Margaret Harden | | | | 9.2 | | | 3 | | | | | | | | | | 12.2 | 12.2 |
| Kellie Quinn | | 4.9 | | | | 2.0 | 5 | | | | | | | | | | 11.9 | 11.9 |
| Liam Alderson | | | | | | 9.0 | | | | | | | | | | | 9.0 | 9.0 |
| Amanda Ferin Hobbs | | | | | 8.0 | | | | | | | | | | | | 8.0 | 8.0 |
| Reg Hackett | 3 | | | | | | 5 | | | | | | | | | | 8.0 | 8.0 |
| Eileen Alexander | | 6.8 | | | | | | | | | | | | | | | 6.8 | 6.8 |
| June Sargeant | | | | | | | 5 | | | | | | | | | | 5.0 | 5.0 |
| Tricia Burridge | 1 | | | | | | 3 | | | | | | | | | | 4.0 | 4.0 |

## Troll Trophy Team League 1995

| | Exeter | Exmoor | White Peak | Torbay | Chase Clouds | Exe Valley | Lands End | Kyrle | Taw & Toridge | Edinburgh | Ilkley | Exmoor Clouds | Tamar | Hardy | Allen | Camel | Total | Core Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Team Troll** | | | | | | | | | | | | | | | | | | |
| David Alderson | 3 | 5.0 | | 3.0 | 4.0 | 9.0 | 5 | 10.0 | | | | | | | | | 39.0 | 39.0 |
| Michael Chatwin | 3 | 11.0 | | 7.0 | 11.0 | 10.0 | 5 | 8.0 | | | | | | | | | 55.0 | 55.0 |
| Anne Templeton | 3 | 4.0 | | 5.0 | 9.0 | 0.0 | 5 | 3.0 | | | | | | | | | 29.0 | 29.0 |
| | | | | | | | | | | | | | | | | | 123.0 | 123.0 |
| **New Falconers** | | | | | | | | | | | | | | | | | | |
| Michael Leete | | | 9.2 | | 7.4 | | 5 | | | | | | | | | | 21.6 | 21.6 |
| Neil Bray | | | 9.5 | | 7.6 | | 3 | | | | | | | | | | 20.1 | 20.1 |
| Simon Robson | | | 0.0 | | 10.6 | | 3 | | | | | | | | | | 13.6 | 13.6 |
| | | | | | | | | | | | | | | | | | 55.3 | 55.3 |




# Old Forge Garage

Proprietor: Ron Grimwood

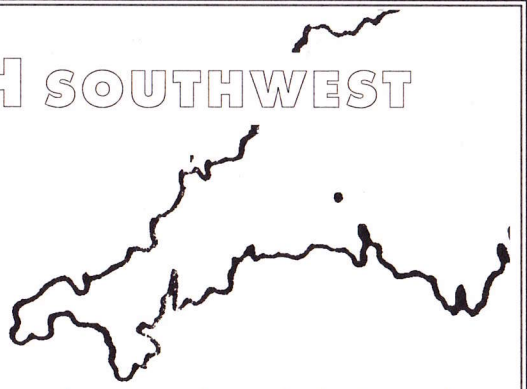
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