

RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

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Issue 4, January 2023



Cover photographs :

2021 ACTC Champions

Duncan Stephens, Wheelspin League *(photo by Dave Cook)*

Nick Deacon, Crackington League *(photo by Dave Cook)*

Geoffrey Westcott, Red Rose Bowl

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RESTART Volume 33, Issue 4, January 2023

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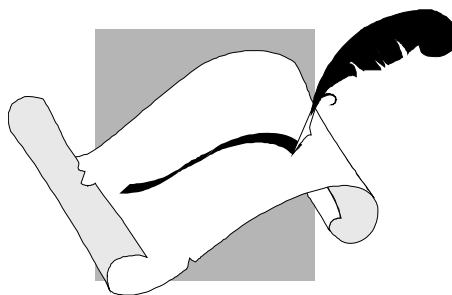
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CONTENTS

Chairman's Chat	3
Sect's Spin	4
Bike Bits and Stuff	5
Edinburgh	6
Tamar	19
Mechanics	21 & 45
Kylre	23
Tarka	30
Presidents	31
Allen	35
Championship Tables	48
Forthcoming Events	52



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EDITORIAL

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I am so pleased to report that once again I had plenty of great articles to publish. In fact so many that despite my going to 52 pages I still couldn't get them all in!! So already the March edition has a Neil Westcott report and 2 Camel Classic ones ready and waiting, which is excellent. But please don't think that if I contact you for a report for the next issue that I won't need it—the more the merrier!

It is also great that I have 2 "new" photographers - Mal Jones and Steve Shelly. I hope that they continue their

good work along with our wonderful regulars - It just wouldn't be the same without our photographers.

On a different note we are looking to update our sponsors and advertisers, who help keep the club and our sport going. The current adverts now need renewing in time for Volume 34 in March. Current advertising rates are on the title page of this issue and renewals need to be sent to John Bell. Please pay to the ACTC Bank at

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John will also welcome new advertisers. Please contact him on johnbell890@hotmail.com for more details. Bank details and advertising rates are as above. I hope you can help support the club and this magazine.

Best wishes, Pat

PS **Very** many thanks to all who bought 2023 ACTC Calendars!!

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CHAIRMAN'S CHAT

With the end of the year fast approaching, its time to reflect on the 2022 season and what a year it was.

The Wheelspin Championship went down to the final event of the year with Josh Moss and Paul Merson going head-to-head. Paul was lacking his wingman, Nick Sherrin but did get a good substitute in his boy Charlie who suffered the dreaded reliability problems, so jumped in dad's car. Josh had his regular bouncer Phil Tucker alongside who was leading the Navigator's championship but as Nick Sherrin was out of the country, so Phil had already wrapped the Woolbridge Cup

Also out was Ian Moss who had won the Wheelspin Trophy 34 years previously. Well at the end of the day Ian and Debbie Moss were proud parents at the finish as Josh had a great day on the hills and bought home the championship.

Paul and Charlie had a tough day and just came up short, Paul will find it tougher next year as the new crop of young enthusiastic class 8s come out on the hills.

Nick Deacon has retained the Crackington Cup, Roger and Brian gave him a run for the title but Nick in the X90 had it wrapped up.

Will leave Chris to talk about the Bikes but I did notice a new name at the top in the Pouncy league, well done George Godkin.



(Photo by Dawn Bewes)

New Year new challenges, the Exeter will be my starting point stood on the bottom corner of Simms, the original plan was to run on the Exeter but the powers to be lost their nerve. The Clee Hills quickly follows but there might be a clash with Aaron's operation.

Plans are all a foot for the Torbay will hills to visit and landowners to pass some whiskey too. The ACTC dinner will be the night before the Torbay on March the 11th at the Exeter Court Motel so a busy Saturday knocking in stakes and getting the awards ready.

Its time again to renew your 2023 subscription and maybe put an advert in Restart, all funds go back into our sport, and we are also continuing the U26 sponsorship scheme.

Rumour has it a group or gaggle of class 4 cars will be heading for the hills in early 2023

Finally, I would like to thank the help and support I receive from Pete, Keith, James, John, Norton, Paul, Andrew and Pat who keeps the Restart magazine going

See you on the hills.

Dave...

Sect's Spin

Thank you for supporting the ACTC through 2022 and hopefully will continue to do so through 2023.

Congratulations to all the Award Winners on two, three and four wheels. Hopefully you can attend the Wards Evening at the Exeter Court Hotel, Kennford near Exeter on 11th March to collect in person and celebrate with your fellow competitors.

It has been great to see that the ACTC membership has grown through 2022 and that entries for many Trials have been at or near to capacity. Great also to see new competitors out on the hills as well as previous competitors returning. The support for our Sport is looking good and it will be great for this to continue into the 2023 Championship season.

2023 is the first time for many years that due to a

prior commitment I won't be at Simms as the Scoring Marshal for the Exeter Trial. It never fails to be a great spectacle, so I shall look forward to seeing some good videos on YouTube and Facebook.

That's about it for now and I look forward to seeing many of you out on the hills.

Regards,

Keith Sanders
ACTC Secretary



(Photo by Peter Browne)



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Bike Bits & Stuff

Happy New Year all. Another year starts with a full calendar of events stretching out ahead of us. The Exeter, at the time of writing, is the first. I was so tempted to enter the MCC events again but with a Christmas break sponsored by Man-sized tissues, paracetamol, VIC, Sudafed and Lemsip I'm so glad I hadn't entered! Most definitely would have been a N/S for me!

The Clee Hills Trial is next and the first time we'll try the ID stickers for motorcycle classes. Green for Class A. Red for Class B3. The second time will be the NDMC Exmoor Trial.

Being Clerk of Course for the Exmoor is an "interesting" challenge for me. I've been filling this role for a few years and learning more each event. If any car guys read this they will all chuckle when I repeat what's been said to me "never let a biker organise a car trial!"

I'm discovering what car classes are capable of what and which can, and more often cannot, be classed together on restarts etc. Its the 75th year of the Exmoor so I really hope I've got it right this time. No doubt you'll let me know if I haven't!

On the bike front of things, there's a new motor being built for my bike. The garage is filling with stacks of parts. Some ready to go to a local machine shop for a new liner and piston in the barrel, new valves and guides for the head and a mix of gear box gears so I can attempt to lessen the gaps on a trials box between the ratios. That involves Maths so might be a complete disaster!

So, let's all enjoy 2023, look forward to the warmer weather and longer days. The Shortest day has long since gone so it's all good.

Catch up with you all soon on the hills.

Keep those boots on the pegs and clean.

Chris Barham



(Photo by Duncan Stephens)

**ACTC
Motorcycle
Co-Ordinator**

THE EDINBURGH TRIAL By Simon Lewis, Car 200 Class 90

Steven Price pulls his Land Rover in behind our Suzuki as it sits steaming at the kerb in the village of Warslow. He is acting as the course closing car, and we have been avoiding him for hours! "Is this the end?" He asks. I said it is. "If you can get it going again, I can wait..." but the amount of water trickling down on to the road by this time was never going to allow that. The radiator had sprung a leak an hour or so earlier as we sat in the queue for Dudwood and despite repeated efforts to refill it, the hills in rural Derbyshire were just too numerous and too steep. As we climbed each one the temperature gauge climbed too. Now we were heading towards the final four observed sections and the prospect of subjecting the X90 to a sustained flat-out blast up Litton Slack in low gear was just asking for trouble. We retired, but we still found the trouble. Of which more later.

It had all started some 12 hours earlier in the flood-lit car park of Lichfield Rugby Club. Alongside me as usual is my daughter Charlotte, at 16 years old, already a veteran trial competitor having been reading the route books, keeping the times and assisting with tyre pressures and punctures since the age of 12. But this could be the end of an era as she's now got a part time job working Friday nights and Sunday afternoons. The majority of events will thus be impossible for her to fit in. How inconsiderate ...

As we wait for the long line of competitors ahead of us to set off into the night, the running order seems to go haywire. The final two dozen cars are setting off out of sequence and much earlier than the times printed in the programme. I check with the officials

and it all fine, apparently. 'Go when you like' is the word. We join in, more or less in the right place anyway but some 18 mins early. This messes up the order when we find ourselves waiting on the moor above Tissington Ford for the time control and being shuffled around by the marshals so that the running order no longer tallies with the start times. Oh well! It will sort itself out no doubt. After crossing the ford, we progress through the first three sections in darkness and without incident and climb up onto the moors high above Hope Valley, as dawn starts to break, for the REBELLION special test. The scenery is wonderful, the route is remote and rugged. It's all going rather well.

Then on Middleton Moor with a glorious sunrise just ahead, we get stuck in a big queue for the second and rather strange special test. Lots of delays here, lots of bewildered faces coming back down the track towards us having had their go. It was taking ages, and behind us was Steven Price in 'that' Land Rover, making its first appearance in our mirrors. Actually, the test isn't too difficult once I just listen to my trusty passenger saying, "round THAT way..." rather than trying to work out the route myself.

We have one more Section before the breakfast halt and having 'cleaned' that without penalty stop to repressurise the tyres. We're just finishing the task when the car running behind us overtakes... which means we drop back a little closer to that Land Rover. After the halt we get stuck in another queue on the narrow little lane to EXCELSIOR. Almost an hour is spent stationary while car after car up ahead gets stuck on the restart. Barry Redmayne, our class rival in another Suzuki X90, running directly ahead, has a look at what's happening and concludes it's a bit of a disaster zone. Nothing seems to be making it to the top without a tow or a lot of pushing from the marshals. So, Charlotte and I

have an early lunch: Cheese scones, jam buns and cheese & pesto straws, all baked the day before by my youngest daughter Georgie. Delicious! Washed down with strong coffee from the flask, it served to keep us awake. By this point we had been on the road for about 9 hours. But the weather was glorious and so were the views.

Eventually Barry gets to the front of the queue and storms to the top. It looks easy, but then he really knows what he's doing. We manage to get away from the restart alright but then select a wide line on the following left-hand bend and grind to a halt amid the craters. "Try an inside line" says the marshal, we roll back and have another go. Easy! But of course, our clean score sheet is now spoiled. This event isn't going to gain us our first gold. From here the route runs east along a considerable stretch of picturesque unsurfaced road, then through Winster to Clough Mine and a couple of enjoyable muddy sections that need revs, speed and momentum. We manage all three and spirits revive as we head back to the Dudwood complex, still looking for that silver medal. But while queued up I spot a whisp of steam - or is it smoke - curling up from the front edge of the bonnet. A quick investigation reveals a mist of boiling water hissing out of the top corner of the radiator. Fellow X90 runner Jeremy Salter becomes the day's first Good Samaritan, kindly donating a bottle of 'rad weld' in the hope of sealing the leak. With that added to the cooling system we progressed slowly to the front of the queue to find no one at all was getting to the top of this section. In fact, the BMW ahead had bounced into a tree and needed rescuing. When our turn came the same tree looms out of the woods at us and invites contact... but I stop just in time. Another failed section, so now we are only looking at a bronze medal at best. Same as last year.

With the radiator topped up again after the final special test we head off to the quaintly named Middleton-by-Youlgrave but came to a halt halfway, not for any mechanical reason, there were cows in the road! One has managed to push over a stone wall and escape, so the farmer is moving them all to an alternative, secure, field. Another chance to top up the water. This is getting really worrying. About ten miles later the temperature shoots up. We stop again and the course closing car pulls in behind us and there's the first inquiry as to our plans from Steven, who became the day's second Good Samaritan by offering us a tube of sealer for the radiator. Unfortunately, the split is inaccessible, but it's a kind thought. We choose to press on but after a road section including several steep hills in bottom gear the temperature gauge shoots up again and here we are in Warslow with steam everywhere and the Land Rover parked behind us. Our event is done.

Then we meet our third Good Samaritan of the day. A kind local man walking back to his house asks if we need help and as there is no mobile signal even fetches his home phone so we can call the local garage to see if they have anything that might stop the leak. They don't, so having let the engine cool and refilled the radiator once again we ask our new friend the best way back towards Ashbourne and set off carefully in search of more garages. This will take some time...

We get back to Gloucestershire just as the sun is setting and with the gauges reading normal, then on the M50, just beyond the only junction for miles, the engine tightens up, the car slows, and I park up on the hard shoulder just as it dies completely shrouded in a cloud of steam. The head gasket has blown and dumped all the remaining water on the tarmac. It's getting darker by the moment. Forty-five minutes on the

phone listening to the recovery service saying our call is important to them...but not important enough to actually answer, is all we can take as the phone battery is going flat.

Then the fourth Good Samaritan appears. I don't know your name but thank you Sir. Your kind offer to tow us to safety was very timely. That this tow was undertaken at 60mph on a 9-foot strop with no power for the brakes or steering means it was undoubtedly the most...erm... memorable part of the entire event! Having left the Suzuki in an empty pub car park, he then gives Charlotte and I a lift right to our door –

which is miles out of his way! A very generous act by a total stranger. The Suzuki is finally recovered at midnight. It would have been a very long, dangerous wait on the side of an unlit motorway, assuming the recovery service had finally answered before the mobile phone died!

It had been an enjoyable event up to the point where the radiator started to leak, but if the rest of it was traumatic it was also heartening. So many people came to our assistance. Our thanks to all of them. We will be back!

The Edinburgh Trial by John Charles

My Edinburgh 22 class 7 Liege "S". Well, I thought a pretentious start might warn you of the rubbish to follow. My usual start was thwarted because nobody was available for a lift to the start. Usually, I trailer the car early to Lichfield return home get some sleep and get a lift back in the evening.

We decided to drive to the start, so I collected my son from Chesterfield for the drive down first mistake got the timings wrong and had nearly 3 hours to wait for the off. We admired vehicles of all types especially the class R Morgans. Robin my son was most interested in the Fiat Cinquecento!! Inside the clubhouse refreshments were, unlike last year, available and plentiful.

Eventually we departed for an uneventful run down to Tissington Ford. (It's now 8 October my birthday, cake at Hollinsclough). We queue but the marshal saying time is not an issue go any time! So, with a smile to Dave Cook who gave us a flash as we crossed the

Ford for the short run to section 1 HAVEN HILL where the revised tyre pressure 18 lb was checked. I held back from the start line until the vehicle before us left not wanting splattering with stone, the restart no problem. The drive to section 2 Cliff Quarry was straightforward the pre warnings of problems in Brassington coming to nothing.

CLIFF QUARRY the queue was shorter than usual, but I was amazed to see the German reg BMW reverse out they must have failed very low down. When our turn came the restart was no problem however the idiot driving, confused, went the wrong side of the tree. We reinflated and proceeded towards Bakewell. Being local can cause a problem, as sometimes you go your normal route not where you are told. In Calver I say hello to Janet, fill with fuel and sweets (extra ballast) for the short drive to:

TUMBLETREES. The restart again no problem and I remember to keep hard right at the top to avoid the big step. We continue on familiar roads to Hathersage past the cutlery factory, (well worth a visit,) towards Brough, the farm shop here Wm Eyre & Sons

fantastic downstairs they sell a large assortment of, nuts, bolts, washers, threaded rod, etc take the wife! clothes upstairs a great day out. The left turn in Brough takes you first on tarmac then gravel way up on to the moor to special test 1 REBELLION The usual start, stop astride, start stop. The long drive over the moor we picked up a front puncture a time to test the sealing foam - it worked!

On arrival at the gate others were confused some cars way over the moor. The clue was on the gate (Chris) a sign saying please close the gate MCC. This led to Abney, Great Hucklow, and the very sensitive Foolow. On reaching the A 623 we ventured back to Calver petrol station for more puncture foam a large hole in the sidewall leaking foam. Back to long stone edge and special test 2. MIDDLETON MOOR where the instruction of a kind of loop the loop eventually sunk in and we completed the test, but a very slow approach would have been better to avoid sliding outwards on our partially inflated tyre.

The familiar drive Wormhill, Millers dale, etc to the next section before breakfast CALTON. We pumped more foam and air in the front let air out the back and prepared for the restart. The had moved it further up but still as tricky. We made it re inflated all round and galloped off for breakfast at the DUKE OF YORK. Robin went inside to organise bacon sandwiches while I fitted both spares on the front, we use smaller front tyres but carry 2 spares for the rear! Possibly not in future. I left the tools out while eating and did not notice Robin removing one of the wheels, he thought I had only done one.

At our due time we left towards Harrington and section 6 EXCELSIOR with its tricky restart, keeping to the outside we managed this ok. Proceeding through various villages and tracks with plenty of QQQ And various

warnings. To section 7 CLOUGH WOOD where I managed to take the correct route and exit ok straight into section 8 CLOUGH MINE with the different routes and restarts managing to exit correctly. The route to the next section through Stanton Lees and Stanton in the Peak reminded me that a number of years ago protesters lived in the trees round there trying to stop some mining.

We were soon at the new section 9 DUDWOOD 1. Tree felling has caused a new route with a tree amid mud causing caution resulting in failure for me but success for many. With no DUDWOOD 2 a short trip round the corner to the new special test. Earlier I was told this was not possible but talking to a marshal he said a Bull in the field was declared friendly so special test was on! SPECIAL TEST 3 a short start stop astride reverse stop astride etc. my mistake here I did not reverse far enough meaning I was re starting on mud where if I had reversed onto the track a hardcore base would have been available. Driving past the Cheese Factory towards Ashbourne, Mill Dale, Butterton, we made our way towards section 11 HOB HAY.

A short section with a deviation for class 7. With a Beetle stuck across the track. A young lady appeared, Chloe Jones, running late and virtually out of fuel, unfortunately I could not help but somebody did (Jonathan Toulmin was the guy -ed) and she continued. My son and I talked about her and her little bike and her determination all afternoon and I was so pleased to read of her award and the praise she received, she gets a ten out of ten from us. The mainly downhill twisty route to the cake stop at Hollinsclough followed. Then through the Ford and back uphill to section 12 BOOTH FARM. Dave Cook flashing again the section so different from last year's washout, it's short and sweet. On the tarmac section approach we could

see lines on the tarmac where I assume a restart was for class R on a very steep hairpin. We then continued on the lengthy revised route to the next section as we got close, we passed several wedding guests - someone had just married at JENKIN CHAPEL!

Bet they wondered where all the traffic was from, our arrival at section 14 CORKSCREW. Now a few weeks ago I had a day out in Mark Gregg's van and did a little hole filling on the Corkscrew, whether seeing what we drive up spooked me I don't know but a hill previously cleaned we failed, the other Liege's all cleaning it. Damn! It's a long run over the back of Buxton towards Millers Dale and Tideswell to section 14 LITTON SLACK. Determined not to

have another fail, tyres down to 3lb for an easy climb, I need not have worried it was dry.

Now back through Cressbrook and Ashford up the A6 towards Buxton to the new section 15 WATERLOO new to me this byway had a restart which presented no problems and led shortly to the finish at the DUKE OF YORK. sign off remove numbers and the drive home an hour away. An excellent enjoyable event and an eye opener for me, as the time spent with Clerk of Course Mark Gregg made me appreciate in a small way the work done by organisers. Thanks to all the marshals but now for me a very big thanks to the organising team.

MCC 98th Edinburgh Trial

The 98th Edinburgh Trial is held over 7th and 8th October, what will the weather be like, remembering the Monsoon that was the 2021 event? I have entered with enthusiasm, Alan Wibberley is available in the role of passenger/navigator, we are competing in the ex-Stuart Highwood (very successful) Marlin, this will be only the 2nd trial in this car.

The first outing was in the 3-day trial and despite considerable preparation we had a few issues, not unexpected as the car had probably not been used for around 3 years. The main issue on the 3-day was carburation, the car has an 1800 MGB engine with twin HIF SUs, I am a big fan of all SU carbs and like their simplicity, for the last couple of years the Coates has been running extremely well on a single HIF which incidentally came from a pair on an MGB.

Some time ago I found an article online by a guy who races MGBs and his

suggestions for improving the HIF/MGB operation, for the Coates I followed this to the letter, and it was successful, I decided to rebuild the Marlin carbs in exactly the same way.

As I write this some weeks later it is difficult to recall all the pre-event stuff, suffice to say there was a lot of it, Alan arrives early Friday looks at me tinkering in the garage, rolls his eyes and says, "I didn't expect it to be ready"!

As with all vehicles used in our sport problems develop, I have sorted the carbs but now have electrical issues, when Alan arrives, I am just finishing it all off, I don't tell him but much of the electrical preparation is so that he can plug his heated motorcycle jacket and liner in and keep warm. We load and are soon underway, Ruth supporting us with sandwiches and chocolate for the journey, also a bonus is that Alan is quite happy to drive the truck and trailer, I am able to relax and get my head into some sort of order.

All of sudden we are at the Duke of York, Pomeroy, we find Bridget, she

remembers me from last year (when booking in 2021 I told her there are two "Roger Ashby's", she thought I was messing about), she says ok got bookings from both of you, but you are the first to arrive.

We get a great space by the gate on hard standing, start to unload and get all the stuff ready, I find this the worst part of the event, no matter how well I think I have prepared I cannot seem to find things or have this feeling I am missing something.

We are nearly ready to go, I am getting stressed as I cannot find my little torch that I carry in the Belstaff pocket for any nighttime problems, Alan has lost the lead that he is going to connect car to body warmer, he is convinced he has left it looped on the Garmin mount.

We are approached by a very helpful female competitor who sees us scrabbling about in the dark, she is trying to help but it's all to no avail and we are both frustrated by our missing bits.

Then we are at the start, much banter with old friends, Alan gets his clip board with the laminated route card and there tucked in the plastic wallet is his lead! The torch remains "lost" until after the event when I remove my waterproof over trousers and find it in my trouser pocket, I had felt it and thought it was my Asthma inhaler, what a pair of wallies.

We are underway, for MCC events much as I love the Coates the Marlins windscreen, brakes and reasonable cruising speed make the journey much easier.

Now a new boy to class 7 I am dreading the restarts as we have very few in class 2, strangely they present no problem throughout the event, the combination of a larger engine, hydraulic handbrake and radial tyres easing the issue.

First section is Rebellion, and it presents no problem, we appreciate at this stage the weather is good and very dry, we seem to do well on the sections, now the Marlin is really an unknown quantity, annoyingly we run out of petrol after about the third section, we realise it does not have the capacity or frugality of the Coates.

Lee Sample is following us so stops, anybody aware of Lee's exploits with changing diffs in muddy swamps and wheel cylinders by the side of the road in monsoon conditions will be aware that he carries everything in the Ranger, he will obviously have a can of fuel, he doesn't!

A fellow competitor pulls up behind us in a red X90, he is checking his map but we blagg a can of fuel from him and are soon on our way. Marlin lesson 1, top up at every opportunity.

The trial flies by, the route card is good we are going well, we go the wrong way at Cliff Quarry but so do most and the section is taken out of the 7/8 calculations.

All goes well till Dudwood, we arrive at the entrance to the group, and we find our good Samaritan with the Red X90 is beached on a concrete block with wheels spinning, we have to stop to get him off, a band of clever people gathers (typical MCC/ACTC types) and with a loft of lifting, dragging with other vehicles and bits of wood we get him off. Annoyingly we were running on time at this point, we lose a lot of time and are overtaken by many other competitors.

I cannot master Dudwood 2 or Hob Hay and record fails on these sections, however I am delighted to clean corkscrew, I am getting to understand the car and what I can get away with, with radial tyres.

We finish the event in the rain, probably the last competitor to sign off Mark gives me a bit of friendly abuse about my propensity to finish last in any event, not my fault this time honestly.

And the Marlin? What a brilliant car, it has got us a Bronze, our main aim was

to finish, but I do need to make some improvements, 1st will be and external fuel can holder !!!!!!!!!!!!!

*Roger Ashby
(Kent not Marlow)*

Sir Baldrick's Cunning Plan, the 2022 Edinburgh Trial by Myke Pocock

Baldrick my Skoda Estelle has seen little use since my outing as Clerk of the Course on the Northern Classic Trial in February. For some time, the gearbox had jumped out of reverse gear, something of a pain on Observed Tests or when backing out of a section. Luckily a gearbox guru, used to building them for the Msport Rally team and the Bentley race cars, lives close and he agreed to give the box a look at. The resultant investigation was of a reverse gear cluster with bent teeth. Fortunately, I had a spare box that he built up for me and was able to convert to trailing arm layout as opposed to its swing axle set up.

Time now to reinstall the box, engine and all the under-body protection that takes so long, not made any easier doing the job outside with the car on axle stands. One day working under the car, two days recovery from the aches and pains. Oh! the joys of getting older!!! However, that little light that sometimes illuminates itself in the dark, deepest recesses of the grey matter told me to check that the diff had been installed correctly. The guy's an expert, it must be right. A quick shuffy down through the slave cylinder aperture on the top of the box indicated that, oops, it had indeed been installed incorrectly. 5 reverse and one forward gear was not what I was wanting.

Once the box was returned and installed, a small hole in the sill welded up and everything else in place as required a quick shakedown run was on the cards. Why was the car reluctant to pull very well? When out of gear why did it stop rolling so quickly and why when I returned to Castle Baldrick were both rear drums so hot that if I was still a smoker, they would have come in handy to light a tab! Stuck rear brakes due to a sticking hydraulic handbrake. Once that was sorted all good to go? Er no. A rear brake flexible was weeping at a joint but a quick flatten of the copper sealing washers on fine wet and dry and all was finally tickety boo.

After a run of around 150 miles from Carlisle to the finish venue, drop the trailer off and a further drive of 50 miles we arrived at the start with plenty of time for a chin wag and some sustenance before attempting to get some shut eye. No chance. Off at 1:48 we arrived at Tissington Ford to see a line of 20 or so in front of us. Despite the route book instructing us to wait in numerical order there were some with later numbers that had arrived before us but strangely no one actually passed us on the road!

A further run of 3 miles and we arrived at Haven Hill. The organisers had taken pity on us, probably due to the recent wet weather, and relented on the minimum 20psi for some classes. Nevertheless, we dropped pressured to around 15 and had a gentle run to the Restart line and end of section on a smoothish stony track.

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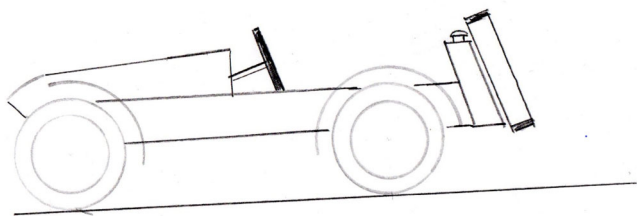
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Off again across country as was the case all day on lovely minor roads to Cliff Quarry. The last time I did this one I stopped just on the lip of the last steep hill, so a challenge was set. Again, the organisers had relented and changed the route at the top. By this time, it was raining so down to 12psi, good traction off the line, stop high on the Restart line and then round the top right-hand bend, downhill and then look for the Class 4 deviation, steady on the bend and then give it some to pop out the top. Whoopeee!

Next after a top up of fuel we were off to a new hill to me, Tumbletrees and I had no idea of what to expect apart from trying to view the start line. Once again down to 12psi. The ever so helpful marshal gave me very specific instructions to keep far right at the large arrows. At this stage dawn was breaking so I could see without lights, but the section was rough and bumpy and when I arrived at the arrows it totally baffled me as I had conditioned myself to the deviation being after the section ends. Listen to the marshal!!! By the time I got my brain cells sorted we came to an inglorious stop but by then I had managed to witness the reason for the deviation. Huge rocks in the straight on direction. Off again but I managed to stop on the exit lip and after a couple of attempts to get out and a hint of cooked clutch I relented, and the marshals towed me out.

With the first and second Special Tests despatched and some glorious views on the way we arrived at Calton which has always caused me issues on the Restart line until the last Edinburgh when we got off it so easily. This year the Restart was a lot further up the hill than before so I wasn't sure what it would be like. Not long to find out and it was on slippery permanent stones and despite my efforts to creep away gently not much happened so bury the Hush Puppies to the Axminster with little

result apart from a white out of tyre smoke.

After our compulsory one-hour halt at the Duke of York Time Control with time for some welcome sustenance and a catch up with some club members we were off again to the Excelsior section. I cannot remember cleaning this section in the past despite many cunning plans hatched at the start line of where to stop in the Restart box. High, low, left, right all ended in failure on the very permanent and sharp rocks on the left-hand bend of the section. Looking at some old photos, the rocks have certainly become more exposed and thereby slippery over the years. Once again, I sense a theme here, we had been given a different Restart box below the usual one. I stopped high and to the right and with some careful throttle control pulled away, bumping over the rocks on the bend and another very satisfying clean to add to the list. It was nice to briefly chat to Bill Bennett on the way out of the section, Bill being one of the hill marshals.

By the time we reached the Clough Quarry and Wood sections there was a hold up of around 30 minutes as our Fell Side Auto Club member Derek Reynolds had decided to plough his own furrow and due to a blown tyre ended up at a jaunty angle totally off the Clough Quarry deviation. Not only that but he landed on a steel tube bedded in concrete and it took the application of a battery angle grinder to extract the tube and have him on his way. What were the chances of having such a tool to hand!

Once again, the organisers had relented, altering the section instructions and allowing us lowly Class 4 minions to have a straight run at the first short hill part of Clough Wood. Once this was easily cleared it was then an easy turn right to the end of the section. On then to Clough Mine with

Bas Wood,
Class C
Yamaha XT 600



**Edinburgh
Trial at
Tissington
Ford by Dave
Cook**

Adam Docksey,
Class B
Fantic XEF 250



Brian Courage &
Alison Daniels,
Class B
Wasp Outfit



evidence that the section had received some work to fill in the first boggy section that sits down hill from the start. This year we were given a deviation to the right before a short uphill to pop out onto the exit route. Another pleasing clean.

Our next challenge was to be the Dudwood sections but on turning off the road on to the farm access track we came across Derek once again in a bit of a pickle. Following a young marshal's instructions at the gate, he had managed to comprehensively park his X90 on top of an enormous concrete lintel lying at the track side. With the assistance of Craig Chippendale and his MGF and a modicum of human endeavour from others, Derek was recovered to continue his days fun. The result of his mishaps was apparently only a slight tendency for the car to pull to the right.

There were supposed to be two Dudwood sections, but one had been cancelled so after a short wait we were off initially on a hard track which then turned shortly right eventually on to thick, sticky well rutted mud between trees. With a little more throttle than necessary, Baldrick ploughed straight on and considering my history of attraction to trees I decided that discretion was the better part of valour and backed off. However, as a wood butcher by trade I suspect that Baldrick has inherited my DNA and trees are magnets to him. Poor excuse eh! There may also have been the need to stop to prevent wiping out a clutch of marshals on the bend, something not designed to improve anyone's reputation. We then despatched the following Special Test slowly, no need for heroics was my excuse but in reality, I didn't reverse far enough and didn't get traction. I remember missing out on a Class 4 award many years ago by around half a second but there was no chance of a repeat this time.

Hob Hay was our next challenge but due to a missed route instruction we approached it from the wrong direction. This was a rutted track up the fellsides with the start line some 10 yards or so from the roadside. I warned by passenger that I reckoned I wouldn't even get off the line as we were on a steep bit. Huh, what do I know! Baldrick had other ideas and we pulled away with ease up the hill, bearing right and stopping very high in the Restart box. I had to look back as I thought I had gone too far but recon I was OK. We pulled away with relative ease to the section end.

After a welcome stop at Hollingsclough Time Control with some of their lovely cake and coffee fuelling us, we were off to Booth Farm. This one is something like a typical PCT section, starting on flat grass then bearing right up an easy uphill track.

Throughout the day the weather was clear and bright, and we had marvellous views to keep us entertained not to mention all the minor roads and pretty villages we passed through.

Our penultimate section was, as all will know, one to tick off on the list of cleans Litton Slack. I had never seen the top here, not even getting of the start line one year when we used New Litton Slack such was the greasy nature of the grass on the line. This time I was buzzing as we were despatched downhill to the start line. With only a couple of cars in front we had little time to wait before the off. I went easily to the right turn as I didn't want to slide wide and loose traction not to mention the loss of face! Once on the actual hill my tactic, as I think many others, was simply to give it the boot taking care nevertheless not to jump out of the ruts onto virgin grass. What a great and fun climb and a big tick in the Route Book.

Our last hill was Waterloo which was a recently regraded and smooth hill with a Restart line for all, despatched with no problem at all.

A superb day, 9 out of 12 hills cleaned, very few hold ups and Baldrick performed almost without issue. Early on a rattle developed but despite looking underneath I couldn't find the cause and it gave me no problems throughout the day. On the last cross-country track after Waterloo the engine died but with some churning over eventually restarted, the issue maybe as a result of the bumping around and the fuel pump not picking up as intended.

Tales of a Liege (Mr Toad - Class 7) by Simon Oates. Part 2

Having had all the paperwork for the **Edinburgh Trial** emailed to me the week before its start and reading it all through, I felt there was a Big Brother feel to some of the advice and instructions. It's a shame that a small minority can cause so much hassle and red tape for the majority of competitors. I do begin to wonder if common sense is being bred out of people or is it excess legislation and HSE (rant over).

The trip up from Cornwall took the best part of 7 hours, so we arrived in the dark at Brassington where we were staying. A quick fish & chips and chat with our hosts and it was time to head back to the start at Lichfield Rugby Club. Running as car 158 we left at 01.38 according to the marshal's mobile phone (the planned display clock had broken) and made our way to **Tissington Ford** where we queued until our allotted time and drove through the ford steadily on to **Haven Hill (1)** where 20psi and a restart greeted us. Once completed we drove through Brassington (left here 5 hours ago!) and made our way to **Cliff Quarry (2)**. We've often been in queues until

To Mark Gregg and all his organising team, very many thanks including the regular updates in the MCCs News of the Week. To all the marshals everywhere be it on a hill, at the start and finish or at time controls many thanks for your time. Thanks to Chris Veevers for passengering for me. We both thoroughly enjoyed ourselves and if Sir Baldrick was able to say, I recon so did he. A cunning plan achieved.

daylight in the past, only moonlight this time. Starting at the gate, we progressed to a restart on the corner and then to a deviation through exit A. Restart OK, pass exit C and then to the left was a sign low down with A & B with arrows to show the way. The problem was that the A arrow was obscured by something, and it couldn't easily be read. Last second reactions only just saved the day and I got to the left side. Nasty. I hoped this wasn't the way the Trial was going to be. On to Whites of Calver for a top up of petrol and next to **Tumbletrees (3)** which was a wooded section with a yellow restart for us.

Onward in the dark to **Special Test 1 Rebellion** which was completed but not very fast. I guess it's better to be clear at this stage! After the test, big brother was meant to be watching on the moors in the shadows in case you got over 15mph! The mileages and route instructions became a little inaccurate on the way to **Special Test 2 Middleton Moor (4)** which threw us a little but once we got there the test route was shown on a board. Two cones or was it three, one clockwise, the other anticlockwise and the next to your right---I think! As daylight had crept up on us we approached **Calton (5)** which in the past

has claimed many a dream. Two cars in front had failed the hill and was reversing back to get a run at it and the next car was released before the hill was clear. By the time they got to the restart the fail car was still ahead of them. Quick thinking by the marshals held the car on the restart until the hill was fully clear and then let them away for a clean restart. For us, the restart wasn't too slippery, so all good and on to **The Duke of York** and a well-earned Bacon Bap and cup a Tea. 83 miles of the route so far + 44 miles from Brassington + 280 miles from home, only 407 miles so far..

Great stop at the pub and catch up with other competitors, felt a bit more with it after that. Departure was at scheduled time of 08.48, some left early which I guess (in the route book) will be penalised. **Excelsior (6)** called and wasn't too wet or slippery with the restart good on the wide approach. We then drove on to **Clough Wood (7)** where the cars had caught up the trailing bikes which caused a bit of a delay, but boy were we entertained by all that went on around us. Too much spare time had many looking at the second section worrying about if it was possible off the top restart. Off to section 7 where we were Ramp A, Exit A which were well signed, so no problem. **Clough Mine (8)** was to follow. The instructions were Exit A and top Red Restart box, what could possibly go wrong? Answer - nothing, all goes to plan and up to the top. What were we all panicking about when waiting earlier, funny lot aren't we?

Five miles further on we arrive at **Dudwood2 (10)** where the first section was cancelled so we waited in the queue for our turn. It didn't seem that many were getting up - don't panic. Eventually it was our turn, and we went around to the right and kept to the left to suddenly find ourselves approaching two markers between trees and the end

of section on the right. Don't know how it happened, but it did. Only 4 cars got to the top I believe, with the 'A' board coming into play for classes where no car got to the top. Shell shocked we went down the hill and on to **Special Test 3 Dudwood** where it was shorter than previous years and I didn't reverse far enough back in the middle of the test, so lost a lot of traction on my way to the finish. There's only so quick you can do a special test with 40bhp so I shouldn't complain. The trouble is, I know I left a lot of time out on the special tests.

On for another 32 miles to **HobHay (11)** where I waited for Rob and Elizabeth Haworth in their Liege as they had stopped for petrol. While I was waiting, I had the pleasure of seeing 147, Michael Leete and Dean Partington in their Class 7 Mk1 Dellow, clear the section - well done both, there's hope for us yet. A few cars later a VW Beetle took the class 7 & 8 deviation only to get stuck and 8 - 10 minutes to extract the car and a bit of a mess where we had to go, such is life. When it was our time, we gunned it as best we could at the deviation, and it felt like we took off (safer to fly than drive they say) and just went through the heather and bog to the end! At the top of the section, I took a picture of 3 Liege cars (146 John & Robin Charles, 158 myself & John Werren & 160 Rob & Elizabeth Haworth) together to celebrate the trial so far and what a view from our vantage point. Only 4 cars from classes 7 & 8 cleared the section this year. Hollinsclough Chapel Hall was calling 9 miles away for a time control, cake and liquid refreshment. It was much needed and appreciated after the last section. The views coming down into the village was stunning, you couldn't have asked for more, how lucky we are.

Break over and we're away again for another 3 miles back up on top of the dales to **Booth Farm (12)** where it was up and over a rough bit of moorland and

then on to **Corkscrew (13)** that in the past had stopped me in my little GTM Coupe before breaking the diff at a later section. We collected a lost car at the bottom of the approach to the section and pointed him in the right direction. Corkscrew was very stoney and rough and luckily, we didn't have a restart in class 7 to contend with.

Only two sections to go and on to **Litton Slack (14)** which has such good and bad memories. It turned out to be as easy to get up as I can remember, so let's hope that the section can be retained for the future. I almost felt cheated as it didn't bite back as we all know it often can, but the clears continue. Only **Waterloo (15)** to go which was a gravelled sloping track plus restart for all classes which would provide few problems to anyone. Off to the **Duke of York** again to sign off and a good old natter.

The trial proved to be thoroughly enjoyable with less queuing to contend with and it felt as though we were moving between sections more than in previous years. There's no question that wonderful weather, cracking marshals and beautiful views may have had something to do with it. **THANK YOU ALL.** We managed a Class Win (7) and finished 3rd car overall, much better than I could ever have hoped for.

Tamar Trial 2022

The **Tamar Trial** took place this year on Sunday 16th October in memory of Motorsports sadly missed and great friend Pete Cooper. His presence, contributions and character were fondly remembered throughout the trial also with his wife Jan, waving the cars and bikes off from the start.

The weather gods seemed to be with us with clear blue skies and rain forecast from 16.00 later in the day. Earlier when I fed the dog, his bowl that had been

outside overnight, told the story of a wet one, maybe 5-6mm, could be an interesting day.

The Liege (class 7) had performed well the previous weekend on the Edinburgh trial and today I picked up Paul as my bouncer/navigator for his first taste of Classic Trialling at club level. Food and refreshments were available in Proper Ansome Café for those who needed extra ballast. With scrutineering and signing on done and pre ordering lunch at Tresmeer and Hog Roast at the finish, we were waved away by Jan, on towards **Special Test 1 at Tresallack**. A simple start on line A, do a restart on R line and astride line B in 25 seconds with 1 second penalty per second each side of target time. 27 seconds and a 2 second penalty wasn't the best start – trying to over think it??

We moved on to Horse Bridge and a new venue with sections called **Starsky (2) & Hutch (3)**. The words slippery and bumpy spring to mind weaving in between trees. Rear number plate was ripped off and gaffer taped back twice for the remaining sections. A promising new venue for the future which will improve as we explore the site and fine tune access and sections etc.

Barrett's Mill (4) near Harrowbarrow is a steep slippery stoney lane with a tricky restart on the corner with a nice hole to catch the wheels in. None of this was helped with tyre pressure limits (16psi for class 7) that were checked at the start. Marshals at the ready and up we went and then on toward **Danescombe (5)** which is a similarly slippery lane and a restart for all classes.

Tanks Terror (6) saw the cars for the first time catching the bikes up. Notoriously difficult to get through. Class 8 and bikes had a slightly different route into a steeply banked field to the rest of the field with 3 class 8's getting clears. By now we were the first class 7 car as

Jon & Calvin Moores MG J2 had decided to expire. Our route was a little easier, but the steep bank was the same. Numbers to the right and as much room on the left as you needed (I found out after finishing the section).

On towards Lewtrenchard and **Lew Wood1 (7)** and **Lew Wood2 (8)** where the Launceston Trial will be held on 26th March 2023. Two sections in the woods with a deviation for bikes and a restart for class 8 on section 8. After the second section was completed, there was a massive spine knocking bang to the car on the exit route which luckily didn't break anything. Back to the main road and 3 miles on we arrived at **Lee Quarry (9)** and a few queuing class 8 cars. The section cut off a steep track in two different gaps for different classes. We were with class 8 on the lower route and a lower restart line which was again cleared.

Back to the main road and shortly in to **Angel Steps (10)** or as some of us now say "no steps"! Some trees have recently been cleared from the hill and one consequence was part of the slate slab has been flattened. Shouldn't be a problem then, should it? Oh yes, tyre pressure limits enforced again. Luckily ours were reduced from 18 to 15psi on the day. As we waited for the bikes to finish and the first class 8's to conquer the hill, all we could hear was the roaring engines and burning tyres. All I remember about the hill was an interesting restart and smoke so thick I hadn't a clue what was in front or where we were except, we were going forward to eventually top the hill. We waited for Philip and Francis Thomas at the top to reminisce about the food and drinks we used to have in the church hall at Marychurch – great memories.

The bikes had an extra section at **Hart's Lane (11a)** and then on to **Park Impossible (11)** which I have never got all the way up before. Phil and Francis

changed their tyres (burnt off on Angel Steps?) and we made our way to the start and a 10 psi tyre pressure. I managed to stop in a hole on the restart and we bounced, wiggled and almost had to get the defibrillator out to keep us going, but we got up the first part only to nearly stop at the 2 on the corner further up, never give up too early is the lesson if you can remember it. Off to lunch at Tresmeer Village Hall, a pasty plus R & R.

We were running about 1hr 30mins behind schedule as we left Tresmeer on to **New Langleys (12)** after a second special test was cancelled. We had the longest wait so far as the final bikes completed the section and the class 8s started the challenge with 11 failing on the restart. This restart hasn't been cleared for 6 years and has been moved down a few feet to improve chances. The last car, Josh Moss in his Cannon set off and had a cracking climb and cleared the section easily?? My go and a slightly lower restart for class 7. Up to the restart and the engine just didn't want to pull, so my first fail. Had I let the tyres down too low or is it that intermittent engine fault showing its head again? That cost me 4 points and second overall. Up through the fields and farmyard to **Trevilla (13)** which is through an old overgrown quarry and trees with tight corners followed by steep climbs. The engine pulled well and cleared it all.

Back on the roads passing High Cliff (735ft high with dramatic formations) to truly impressive views including Lundy in the sea mist and on through Crackington Haven towards **Crackington (14)** known for its 'interesting' muddy qualities on the Land's End Trial. Most vehicles had restarts (and bikes a deviation) with 14psi limits for ourselves. Once completed successfully, we moved on to Trehole Farm with rain threatening not far behind.

Trehole1(15) proved narrow, steep and slippery with class 8 cars having a restart. Only Jack Selwood managed to clear the section with Josh Moss catching a pole. All other classes had a straight run at it but had to navigate around the restart boards. We failed to clear and had a 4. **Trehole2 (16)** was quite long with a muddy early climb going down through a gate on to a tight quarry incline followed by a tight right turn. This was only cleared by Aaron Haizelden in classes 7 & 8, the following lower classes?? managed 4 clears – who's the daddy now then? Finally, 2hrs 15mins late we departed to the **Frog & Bucket, South Petherwin** for a well-earned pint and Hog Roast.

Tristan Barnicoat riding his Honda XR200R was the only bike from 42 entries to go clear on all sections and won the **Dunheved Cup**. Only one person on bikes managed the special test in the allotted 25 second time which

was Andy Beveridge on his step through scooter.

The overall **Tamar Trophy** was won by **Keith Sanders** in his Reliant Scimitar with only 4 points dropped. Josh Moss and Aaron Haizelden both had 8 points with Josh coming second because of a smaller capacity engine

Overall, there was a great mix of sections that proved challenging to all competitors. The route was clearly marked throughout, and accurate route instructions provided. Every year it is kept fresh with old hills rested and new ones invested in. A brilliant tribute to Pete Cooper and testament to his important influence throughout Southwest's Motorsport. A big THANK YOU to all competitors, marshals, organisers, landowners and venues throughout the trial, without which there would be no event.

The Mechanics Trial by Dave Middleditch

As per usual, the story of my Mechanics is far from straight forward. Two weeks before I pick up the car from Ian Moss who's sorted the clutch which disintegrated on the way to the 3 Day Trial. Driving home as I approach home, I realise the car is about to snap in half at the rear suspension mount. I jump in a Marlin and passenger the Edinburgh, which was great fun, then spend the next week (as the work computer systems are completely screwed) taking the car apart and welding it up. I discover several other issues and replace the 40-year-old rear shocks while I'm at it. Next, it's the Falcon field trial on Sunday, and we get 10 miles before the front wheel bearing goes. Fix at the side of the road and complete the afternoon of the trial. Thank God I went as otherwise I'd have found the bearing

issue the following week on the way to the Mechanics.

I drive down to Nailsworth the day before the trial, and sort a few more issues, sticky piston in the SU and a few other tweaks. Then on the morning of the event, it's very, very wet. I set off and hit a huge flood at the bottom of Horsley Hill that I couldn't see through the heavy rain. It floods in through the floor and over the doors, soaking me before the start! The roads are really flooded and it's a 20mph trundle to Stonehouse for the start. Luckily there it stops raining, and though it did rain again for 5 minutes on the way to Tin Pan Alley (great section, much more of a challenge than usual) the rest of the day was dry, and I even had dry pants by the end of the day...

Hill 2 was the fearsome Axe, and it took a major victim with the ex-Neil Bray V8 Skoda dropping a drive shaft. Ended up around 2 hours late when we finally

attacked it, but fortunately the earlier cars had cleared the way through heavy mud and leaf mould, and we stormed up. Most of the later cars cleared, most of the earlier failed. Luck of the draw...

Now to Bagpath and a reasonably easy restart if you positioned OK, and then a surprisingly un-grippy start line for the special test at Avening, but we got through OK even if not in an impressive time. At Nailsworth, the family were marshalling Wood Lane. Those who'd done the trial before knew there was a deviation likely to be found after the gully, but it wasn't like that when I last did it in the Midget many years ago, so I shot forward, missing the deviation completely. Many others did the same. Luckily for me, the deviation was hard and all the class 7s failed it as well, so I didn't lose any points to my rivals, not that I knew that at the time.

Into Catswood and the real scoring sections. The blast up hill on 14psi was a struggle (I was on 4psi for the equivalent Talbot's Terror on the Clouds), but happy enough with a 4, as young Butcher scampered up the hill - that meant we'd got higher than Ben Gladwin's prediction... good news! The next section Mini Hoskin was almost impossible, barely got going off the start line and the right turn was impossible. I remember getting a 1 in the Midget... must have been on much lower pressures. Don't Blink was OK, but I stopped on the big root on the right for a 7. Then The Bristol crowd at Merve's and a surprising amount of grip as we flew up having time to shout hello to Bill Bennett as we passed.

In my previous mechanics I'd ended here with a 3rd puncture, so the remaining sections were a journey into the unknown...

Queueing down Greenway Lane for the two sections in the scrub land opposite, we heard all sorts of revving and wheel spinning, so decided this was the one to

go for it on tyre pressures. Egged on by Nick Sherrin and Paul Merson, we went for 3.5psi... It worked, as we saw the top of both, cracking sections and a real hold on tight job! Now back towards Stroud for what should be the easier sections, Bull Banks and Viaduct. Bull Banks was rough lower down, so I took it easy on the special test. We'd popped one tube on the first section of the day, and another had gone flat on the green lane at Winstone, so no need to take any chances.

The final section turned out to be a cracker. Viaduct was incredibly muddy and very long, feeling like we might stop at any moment. Fortunately, like most we just made it through to the gripper top area and did the restart with ease. We stopped off to watch Joe Stollery in the Wolsley Hornet have similar trouble but make it through, then headed for the finish where we were pretty amazed to find we'd won the class! It's pretty obvious that the Marlins and Duttons are outclassed by a well-prepared class 7A or a good Liege, but a bit of luck of the draw and a good day out and we'd done it! Fellow Duttoneer Ed Wells made it into the top three as well, making it a 7c top 3 with a Marlin between us... a good day for the 50-year-old machines!

Overall, I'd give this trial a 1.5 on the Michael Leete Rough scale, with the tyre pressure limits ensuring anything slightly rougher didn't cause damage, and it's an ideal trial for those new to the sport as you should see the top of some of the sections, if not the tougher ones (but only the top class 8s see them anyway).

Now to fix the punctures and after a week of family holiday which conveniently follows the Land's End Route to find some new sections, it's the Kyrle next Sunday. Thanks to Paul, Jan and Kevin for putting on another event that met all the standards you'd expect from the Stroud & District MC..

The 2022 Kyrle Trial by Phil Aubrey

After a two year lay off the Kyrle trial is back. With a couple of days out in local woodland near Monmouth, a farm at Goodrich and Forestry Commission woodland around the Dean, with a small band of helpers organised by the main man Nigel, sections were looked at decided on and cleared of bracken, briars, branches, large stones and big rocks also deep rain-washed gullies filled in, you would not believe the difference two years of storms do, to a gradient. Final two days before the big day marking out sections, fifteen in all plus two special tests, only to find a 2ft. [old money] diameter oak blown down across a much-needed section, this is around 1.30 pm on the Saturday, what do we do now. With no phone signal, Nigel sent Dad Rodney off home armed with a few phone numbers, to find someone with a Land Rover to assist. Meanwhile Tim Bell makes a start with a bow saw assisted by Alan Baker while Nigel, Tom and I set up a special test, and Wall spring section. On our return we found the tree cut up and a kind Jim Willett with Land Rover and remote operated winch, pulley and strop to protect the live tree [boys with toys] any excuse to play. Removing cut tree off section.

Meanwhile back to my checking over the Dutton, on Wednesday afternoon, timing light set up engine running adjust advance, rev up, a splutter, miss / stop no timing light flash, change coil with spare from under seat still no spark, check electronic ignition unit in distributor; earth wire broken off 3 mil from unit. Slight panic, on computer to find replacement unit with next day delivery, in mean time, out with soldering iron blob of solder on unit and wire, it holds, clean up, re-assemble, still no start, brain fade forgot to connect carb shut off solenoid, to my relief it runs, now I have a spare unit under seat.

Sunday morning Tom arrives 7am to collect car transport trailer with IBC full of water, generator and two pressure washers to take to wash wheels off at exit from Pillbox, picking up Will [the washer] on way, followed by me to collect Tom. No cheaper E5 petrol at Daff-y-nant garage, set up gen/washer, collect Tom and petrol from Border services, [old start venue] scrutineered, sign on, most important bacon bap, say hello to a few competitors and locals then we are off. Forty three starters at two minute intervals, Newton Court first two sections Griffins Grove and Widow Maker, we pull up let tyres down to 12 psi, only to be asked to blow them up to 20 psi !!!!.

Two cars without a clear, next section a very wet start, this section caught out some, including us, getting off the restart then finding a tree root stopping us two markers on. Nice wet slippery drive across the top of wood then down to Gold Smiths [around a rave stage] now down to the old A40 part of old Leys bends [some members may recall driving/riding through them!!] to Pillbox, got a little further up this time [due to removing a rock that gave a foot high step to get over]. On last Kyrle, broke right hand rear leaf spring causing retirement after two sections. Pillbox has not been good to us in the past when running the old Vauxhall engine Beetle, we had diff planetary gears smash up coming out the top of the gear casing.

Next to Will's wheel wash and a short road trip to Pencraig Ropers, down a muddy track to a very muddy section, then alongside a field to a leaf covered concrete roadway, put in when the main electric wires were laid underground to a special test, a drag race up-hill with a restart half-way. Next onto the Pludds, first section cancelled. Jackson, Jack then a new Jill. There was an incident ahead of use on Jack, Stroud team Paul Watson and Mark Hobbs had a heater hose blow off, causing burns to their

lower legs forcing retirement. On along the road to Barn hill opposite Hopewell mine, then on to a track to the right below Mallards Pyke, on the way a set of four-way traffic lights, as we stop the heavens opened soaking us. Barty's Bank, we don't get off the restart.

On next to Soudley Pond/Blaize Bailey, special test, Wall springs with a deviation plus restart for us, at the top we notice a nearside rear flat tyre, thinking it has come off the rim being down on 8 psi, we pull over to change it, turning off one tap from compressor in boot, my spare wheels act as 40psi air tanks. On to Jacobs ladder, too wet for us to get out the top, then to Blaize. Now road trip to Lea Bailey, last two sections Lane End 1 and 2 with a slight sting in the tail!! last section looked okay from start line, but overnight rain had left a bog, then deep ruts near the top, nice final blast. We park up at the top and walk down to watch. Back to club to sign off, pint and provisional results. Four retirements. You can count Ross members that take part on one hand, with a little prep you can come to play in woods and mud and drive along tracks

you are not usually allowed to. Loads of smiles per mile.

Later in the afternoon Tom gets a message from Nigel saying there's a Range Rover and trailer still in car park with a distinct reg that has signed off, Tom pings Lee [previous Dutton owner] only to find he's lost the keys and driven back to Bicester north of Oxford to get his spare set and was on his way back for Range Rover, good job he has a KRACKEN MG that he builds to order. Next outing ALLEN TRIAL.

A BIG THANK YOU TO THE ORGANISING TEAM that worked hard behind the scenes to get the trial back, not forgetting the marshal's and other helpers. The feedback on 'Classic Trials f/b' looked positive.

We managed to finish our 4th out of 7 Kyrle trials, I only seem to break cars on this local one.

P.S. It cost me a tyre, that had done less than 100 miles. Cut too bad for a major repair.

THE KYRLE TRIAL by Simon Lewis, Non-Starter Class 90

The Kyrle trial is my local event, passing only a few miles from my door in the Forest of Dean and through woods I played in as a youngster. I took part during my first year of trialling in 2019, but of course that's the last time it ran until this year so I was very keen to have another go, as you can imagine. It didn't work out as planned.

Three weeks before, we holed the radiator of our X90 on the Edinburgh Trial. That led not only to an early retirement but a blown head gasket on the way home, leaving us stranded on the side of the M50. Frantic repair work

was undertaken but although I get the engine back together and running on the eve of the event, it was still overheating and clearly not well, so we had to scratch the entry.

Instead, I made do with spectating, something I haven't done on a trial since I started competing. I hovered between JACK and JILL, or as Andrew Knightley-Brown pointed out 'NEW JILL' or 'JILL 2' as it's somewhat further away from JACK than it used to be on a different run up between the trees. Have they become estranged? I think we should be told.

It was a beautiful day to begin with, the sun ducking in and out of the clouds, picking out the autumn tints and

Mal Allen,
Class 7
Marlin



**Mechanics
Trial photos
on Merve's
Swerve
by Mal Jones**



Philip Potter,
Class 7
Dellow

Clive Gardiner,
Class 90,
Suzuki X90



**Kyrle Trial
on Jack
photos by
Simon Lewis**



Simon Woodall,
Class 8
VW Buggy

Joe
Browning,
Class 7
VW Beetle



Dave
Haizelden,
Class 5
Reliant
Scimitar



Steve
Kingstone
Class A



Mike Wall,
Class 2
Trojan Utility on
Tog Hill



**Tarka Trial
on Riverton
photos by
Paul Morris**

Steve Urell &
Julie Williams,
Class D2

**Allen Trial
photos by
Steve
Shelley**

Dave
Foreshew,
Class 8 Dingo
on Tog Hill



Ryan
Woodward,
Class B1,
Overall Winner



Peter Ashford,
Class 90 Suzuki
X90 on Travers

producing a fairly dry surface once the initial top layer of moss and fallen leaves had been swept away by the opening cars. There was quite a decent sized crowd on hand to watch the action and at least three familiar photographers on JILL alone. The running order of this event, being class-based and a large number of Class 8s running first, has the curious effect of making the sections look more and more difficult as each car passes until the Class 90s, at the tail end, seem to be struggling most.

The first half dozen runners all managed to get up around the 6-marker on JACK where it's just getting that that bit steeper that lower down. Dean Partington at no.7 then got over that hump, stones and leaves flying, almost reaching the point where the hill starts to level out and recording an excellent 3. That must have helped sweep the hill as the 'average' for the later class 8s was down to 2 thereafter. Charlie Merson just managed to scrape over the top with much energetic bouncing to record the first of only two clean runs on JACK all day. The other was claimed by David Foreshaw who was running out of position some way further down the order, again he just managed to make the top after a spectacular high-speed approach (well comparatively high anyway...probably 25 mph at most!). The best run from the 'lower classes' was Adrian Marfell's spirited 2 in his two-tone orange VW Beetle.

Over on JILL there was less success in progress. A restart for the class 8s, three quarters of the way up, effectively stopped anyone going clean. Most didn't get away from the line at all, even if they got that far to begin with. Best scorer was Dave Middledith with 4 in his Class 7 Dutton Phaeton (did class 4 do the restart or just run straight up?). There was drama in that class on JACK when Paul Watson's recently acquired Skoda popped a water pipe, scalding both driver and passenger in the process.

They made rapid exits, and the car steamed its way into instant retirement. Paul is not having a lot of luck lately. Just as the last X90s appeared so did the drizzle. It then became a downpour as Jennifer Molyneaux, last car on the road had little chance of progress and recorded a brace of 12s while those of us left watching beat a hasty retreat to our parked cars!

With Charlie Merson cleaning all but two sections he secured overall victory by two points from a tied Dean Partington and Joshua Moss (Dean getting 2nd overall, on faster second special test time) it was a rout by class 8, locking out the top ten positions overall. Francis Thomas won class 7 with almost twice as many points while Richard Hayward took class 3, Sam Holmes class 4 and Ian Facey class 5 with the jacked-up BMW Z3, Adrian Marfell was unopposed in class 6 and Nick Deacon took a comfortable win in class 90 over Dave Slade on what he described as a "really tough event". If Nick thought, it was tough, you'd better believe it! Aside from the unclimbed JILL, it seems a new section, ROPER'S was the most tricky, few competitors getting to half way and no one scoring less than 5. It didn't sound to have been a particularly popular addition to the route, but you never know these things in advance.

Overall, it seemed to be a very well received event on what must be some of the steepest sections in current use. As a local resident I have to say I heard not a word of complaint from anyone. Indeed, it seemed to pass through almost unnoticed. Well done to everyone for that.

After so long away from the calendar it was good to see the Kyrle back with a bang. I just hope we'll have a healthy car in time for next year. It was fun watching but not as much fun as taking part.

Tarka Trial, Mark Wills, Beta Alp

This was my first go at the Tarka Trial and had read that the event last year was adversely affected by weather such that it was a bit muddy to say the least. So, I was a little apprehensive and my apprehension grew when I saw the weather forecast. Well, this year the first couple or so hours of the trial had "biblical" rain making the morning quite challenging. Most of the lanes seemed to either be covered in large brown slippery leaves or had a sodden green strip down the middle meaning we had to be careful on the way to sections as well as in the sections. I was taken aback by the size/width of the river Torridge as we rode along it through Bideford Town and despite the rain I enjoyed the scenery along the route of the trial.

The first four sections were typical classic trials hills which was a nice gentle start to proceedings and being mostly tree lined we got some respite from the rain. I was riding with George (RR mounted) who I've met through doing the ACTC series this year. I was glad to have a mate to ride with as the rain drowned out my rolling route book (only the second time this has happened in over 30 years!). We were glad to have a local (well from Devon, George and I are 5 hrs drive away from the southwest, Simon (AJP mounted) who let us follow him and benefit from his local knowledge whilst the rain continued.

This is my first ACTC championship and I would like to say I've found everyone friendly and helpful.

Sections 5 and 6 in the woods, Foxy Copse and Badgers Last Stand, were more like one day trials sections which mixed things up well. Quickly followed

by the very tight and twisty special test – had to be careful not to hit cones and tape. I found it very difficult to get speed up on this test.

Section 7, Spittle Stream, was a really good section – drop into stream tight turns and tree routes – I saw a couple of guys fall off just into the wooded area which heightened my attention – went clean on section 7 and 8 so was well happy.

Oakwell Lane was another classic lane then the swamp – I got crossed up at the start so a "5" – very frustrating, first marks lost so far.

The lunch stop was very welcome – I was able to fix my rolling route book so could follow the afternoon route.

I've rode and drove the MCC's Land's End Trial many times so Riverton was familiar and a good section. The restart wasn't a line, well I didn't see it, so had to be careful to stop astride the line – unfortunately, looking at the results, this caught George out.

We got lost on the way to Kingscott, problem with the route book or signage, but Simon got us there using his local knowledge. I thought this section was a good challenge – a more difficult classic section.

Stony Cross was a great section and great lane – I imagine quite a challenge on a tele/rigid bike. Then onto the last group of sections in the woods.

It was easy to see the first section, Eastern Drop, from the track so watched a few solos and the sidecars have a go. The sidecars found it too difficult, and several solos didn't make the climb. I decided to cut the corner, so to speak, hitting the slope straight on and then turning from halfway up – I was please how the Beat Alp took me this section. Badgers Blast had plenty of grip for the

Alp and then onto the tricky section, Eastern Stream. Luckily for me, but not the rider in front of me, as I watched him drop into the hole just before the turn at about marker "11" which alerted me to this tricky bit. I got by the hole but footed coming out the stream – only the second section I lost marks on but still disappointing.

The pub at the finish looked very nice but knowing I had a four and a half

journey home George, and I carried straight onto to our vans and then set off for home.

I thoroughly enjoyed the Tarka Trial and am pondering bringing my 1951 Triumph Twin down to some of the ACTC trials next year as one-day type trials have got too difficult for me on the big and heavy Triumph.

Camel Vale Motor Club's Presidents Trial by Dan Keat

The President's Trial is a single venue trial at Bonyalva Woods, and we are extremely grateful to be able to use it for our wonderful sport. With an entry of 18 cars, a good team of marshals and a bloody great thunder shower first time Clerk of the Course Keelan Hancock had all the ingredients for a perfect STORM!

With classes 1/3 amalgamated Andrew Dams in a 106 Peugeot was the only fwd in the trial and he opposed two MCC battling BMWs of Rob Holden and James Vivian. An early tussle started between the two beamers with James's pipping Rob on Colvase Top and Bonyalva corner for a couple of points but unfortunately a busted drive shaft on the Beast of Bonyalva meant James had to retire, with Andrew retiring the 106 on Classic Camel it was Rob's well sorted E30 for the class win.

In class 90 it was great to see four Suzukis enter the trial. It was a tough day with all the points dropped over 100 but all under 131, it was tight competition all day Richard Kinver took class honours with a respectable score of 101, the climb of the day on Seaton Rise for a 3 that is a long way up, More on this section later [red face].

Another thunder lash and the mud getting deeper a tough trial was getting tougher, there were 8 retirements in total, in fact every class in the trial had one if not two retirements, however all the Japanese machines entered in 90 finished the trial a credit to them I think and the crew stayed dry.

Three "big" Beetles in class 6, Andrew Rippon's Beetle a lot "bigger" than the other two! Andrew dominated the class from the outset with his ground Shaker Bug, I watched Andrew and Lorraine do the first couple of hills and it was clear that they meant business.

Dave Ball and Jamie Harding were going to have a hard day ahead, a good climb from Dave and on Main Road Top for a 5, Andrew also a 5 but by now 6 sections into the trial and Andrew was pulling well away Dave had engine problems on the section 'Love You Long Time' and had to retire his Beetle, Jamie finished with total of 171 Andrew was on form all day, I expect this was all down to Lorraine] and finished on 69 taking the overall win, THE PRESIDENTS CUP.

Only two but very keen entrants in class 7 Phil Thomas in the Dutton Melos and Simon Oates in his Liege Sports. It could have been a close battle but unfortunately both retired early on. Everyone in class 8 managed to turn up, scrutineer and sign on with time for a bit of light-hearted banter all but myself and

navigator [father]. How we managed to take 56 mins to drive from Nanstallon to Hessen Ford is beyond me we were late! Keelan phoned "where ee too" he said "we'em just goin past Trago" we said. "Go on steady then" he said.

We could not find the start because we were rushing but we found the Copley Arms pub the finish venue! We were aimlessly driving around until we found James Shallcross in his 205. He had been scrambled by Keelan to come and find us and escort us to scrutineering, a bit red faced and flustered. I was applauded by the rest of class 8 for arriving on time! I do love a bit of banter! First up it was Charlie Merson in his Ford Special, the first 2 sections were next to each other, both steep muddy climbs up through the trees meant we could all gather to watch fellow competitors. Charlie set the benchmark here with two cracking climbs clearing both. Somebody said from the bank he is off to a good start, so I shouted up and said I have only just found the start!

Next it was Roger Teagle another Fugitive Pilot a 7 and a 6 here for Roger, he then retired on Bonyalva corner, at least the pub was just down the road. Jack Selwood in the immaculate DP Ford dropped 2 on the first hill and cleared the second, he would be snapping at Charlie's heels. We had a 4 on the first hill and a 6 on second hill a restart which I now know you should try to ease away and trickle off; I did the opposite and dug a hole! Next up was Simon Groves in his well-known Troll "groover", had a 5 on the first section and a 4 on the second after he got out of the hole somebody had left. Last car was Ross Hancock in the VW Renegade Buggy a well sorted machine to say the least. Ross dropped a 4 on the first hill then trickled off the restart and cleared the second hill. For the rest of the morning Charlie and Jack's super lightweight cars were setting the pace leading the class by 10

points or so which left Groover, Ross, and myself having a good tussle with only a few points between us. Section 6 Seaton Rise cambered stony track with a restart on a steep Stoney hump. This was the end of Jack's trial he had broken the gearbox on the restart, another retirement. Charlie had cleared this section and was well on his way to a class win, but as Lenny Kravitz said "it ain't over till it's over."

I walked up to investigate what all the fuss was about, there were two options stay in the rut and stop low or get out of the rut early and stop high. I wanted to confer with father as I could not decide but he had stopped to speak to David Simmons. I they were reminiscing about how cheap Chrysler competition centres were for tuning parts for the Avenger and Sunbeam back in the day, I did not disturb, I made my own mind up. I stopped low and stayed in the rut and the bloody thing would not move, the higher wheel lit up a very disappointing six here. As we were backing down father said, "what I would have done there is got out of the rut and stopped high!" And what did Groover, and Ross do just to rub it in, just that! Both cleaned it, that is trialling at its best.

As we arrived at section 7 Charlie had a problem with his hydraulic hand brake not another retirement surely, I dug around in the fugitive and gave Charlie a bottle of dot4, he was grateful as he was winning the class. We left Charlie to it and the last three men standing in class 8 went on to the next few hills. Bonyalva climb, a short steep bank followed by a twisty track up through the woods what an awesome section. I remember James Shallcross confirming Charlie's retirement here and with a cheeky grin on his face saying, "let your tyres down Dan its tight between you three!" So, we went for it flat tyres and full commitment the Fugitive took off and we were flying, a 3 here pipping Ross and Groover by a couple points, a satisfying climb. We

backed down and father said "hang on there is something in the track" I worryingly thought it's something important off the car and retirement flashed through my mind. It was a wallet! Well done father you could not find the start and we were late, but you found a muddy wallet in 300 acres of woodland, that is what I call attention to detail. Keelan and co had done a sterling job today and with harsh weather to boot this was one of the wettest, muddiest, toughest, and enjoyable trials I have done.

Back at the trailer park we all got spruced up best we could as a warm pub and refreshments await, but Luke who was navigating for Groover looked like he had lost something. Father

walked over and said, "is this what you're looking for?" A sigh of relief and a handshake, Luke was grateful. Someone said, "where is this warm pub," "follow me" father said. We made sure we knew where that was before the start!

A warm welcome at the Copley Arms and Luke got a rather muddy wallet out and ordered up a round of drinks for us all. It was not long before James had the results done and it was close Groover had won class 8 in the end on 63, Ross was on 64 and I finished on 66 what a brilliant day's trialling. Thank you, Camel Vale organising team and to all the marshals.

Camel Vale Presidents Trial 2022 by Simon Oates

Next outing was the Presidents on Sunday 6th November. The weather promised to be showery with a lot of rain the preceding day. I decided to drive to Gunnislake to pick up Simon Riddle for his first trip in a Liege. Roof up to the trial with torrential rain going past Duchy College and not much better until just past Castle Motors near Liskeard where the Trial started.

The trial is similar to our own Launceston Trial being set in woodland as a single venue event. The turnout was 18 cars with classes 1 & 3 amalgamated along with 6 & 7 due to low numbers entered in the classes. Signing on and scrutineering completed, we entered the woods to the first 2 sections which had to be completed before moving to section 3.

Windlake View (1) was first attempted by Andrew Dams in his now more modified Peugeot 106. Unfortunately,

the ground was fresh, and he only got an 11 (a long trip from Lincoln) but plenty more to try throughout the day. Eight more cars followed with no score better than an 8 and then Andrew Rippon in his very competitive Beetle flew up to a 6 followed by another 6 on the next section **Colvase Top (2)**. We followed his efforts with a 4 on the first section (only Charlie Merson cleared the section) and a clear on the second hill. What a start, great bouncing by Simon Riddle and a bit of luck! Three of the class 8 cars also cleared the section.

Bonyalva Corner (3) was the next hill and as we approached it we could see and hear section 4 to our right with James Vivian in his BMW 318 compact firing up the hill. BANG! Drive shaft broken and out of the trial. When we arrived at the section queue, we had lost two Beetles that should have been in front (took wrong route). Once they arrived, we let them through with Andrew R powering to a 4 on the hill. We managed no better than a 5 and the hill was only cleared by Charlie Merson again in his class 8 Ford Special. Unfortunately, Roger Teagle broke their

Class 8 car on the section and went home for an early bath.

On to **Beast of Bonyalva (4)** where the BMW had now been cleared from the section. We had a quick walk (allowed to no 6) to plan where we wanted to go on the hill and watched a few cars to the 8 & 9 markers. Andrew R went in front of us and scrambled up to a 5 and then after a lot of back and forward, made a new exit through the undergrowth and on to the next section. Well, we had to do better than that and kept as high on a traverse as we dared and managed a 4. The next problem was getting out especially as I managed to get stuck at the front in a tree. Once out we positioned ourselves to watch Phil Thomas in his Dutton Melos. Off he went and another BANG with the rear half shaft snapped and another retirement. He followed the marshal / competitor assisted route down the hill that the BMW took.

On to **Main Road Top (5)** which looked like a simple woodland lane with a restart halfway up the hill. We got to the restart but failed to progress any further. As it turned out Dan Keat in his Fugitive was the only one with a restart to conquer the hill, it looked so simple. On the way reversing down I somehow managed to lose control turning into the left bank and turned the Liege over jettisoning Simon R out with me remaining in the car landing on my shoulder, roll bar and front screen. It all happens so quickly and we're still a bit shocked and so, so lucky with no serious injuries. Marshals and following class 8 competitors were quickly on the scene and did a cracking job. First point was to check Simon R was OK. He'd managed to graze his head through his club beanie hat and a few cuts to his hand. I'm sure he must have cat like reflexes and a lot of luck. After a few minutes we turned the car on to its wheels, started it up, reversed further down the hill and drove straight up the section to the next one.

With all three bodies battered we entered **Seaton Rise (6)** and drove straight to the top to promptly get ourselves lost in the woods (maybe it was delayed shock). Once we eventually found our way to the next section **Love you one time (7)** we were behind the class 8 car of Charlie Merson. Off he went up the hill to the 3 marker I think. As he was reversing down his hydraulic brakes failed, and he luckily stopped sideways half off the section. With a rope and six of us we managed to get him down and also homeward for another early bath. Jack Selwood also had a car failure to join the 8 retirees out of 18 entries!! Love you one time was cancelled for class 8.

The final retirement was Andrew Dams in his Peugeot 106 on **Classic Camel (10)** but I'm sure we'll all be back for more. I guess that technically we didn't break down, we just decided we'd pushed our luck far enough for one day. Of the 10 cars that finished, Simon Groves had a class win in his Troll with 63 points, closely followed by Ross Hancock in his Buggy on 64 points. Overall winner of the **Presidents Cup 2022** after indexes were applied went to **Andrew & Lorraine Rippon** in their Beetle with 69 points. It was a long cold wet drive home in the rain, praying that there wasn't a police car waiting en route.

A big THANK YOU to Camel Vale Motor Club, its organisers, marshals and landowner for all your time and effort to put on such an interesting and testing trial, carry on the great work.

The 2022 Allen Classic Trial – Ed Wells car 58 Dutton Melos

After an OK result on the Stroud Mechanics followed by a dismal Kyrle I had to conclude my Handkook Optimo tyres were well past their useful or legal best, and with an MOT due in December it was time to start looking. So, with a heavy heart I went searching for tyres. Looking at recent results I concluded Yokohama Geolanders were the way to go – let's face it the days of King Pins for £20 - £25 a go are long gone. I then found I can't get 14-inch Geolanders to keep the Dutton legal in Class 7. A bit more faffing around and it was time to take the plunge on 4 new Goodride 175/80x14 tyres which comply with the new regs, and they look as near to the Geolander as I could find. Tyres all fitted, Dutton serviced, and I was ready by the Friday. The weather was awful as we approached the event and torrential rain was certain to make the going wet, muddy, and slippery.

Bristol MC had a full entry of 75 cars (22 in class 7!) and we would be running car 58. Any mud was going to be deep, and the stones were going to be shiny so in my mind this was likely to be more of a tyre test than a competitive run. Checking the weather for Sunday that at least looked to be ok, I checked with Carlie as the Route hadn't turned up - she gave me my start time and my number while she went off to find what had failed but I was now ok to go! It may just be me but there is a lot of confusion over entries these days – Facebook, websites, ACTC links and occasionally an email to previous entrants. It's about as confusing as why clubs all insisted on having and maintaining different paper entry forms when let's face it the requirements and information required as all the same. Social media seems to have just added to the parochial '*let's do it this way*'... Enough of these grumblings '*it's obviously an age thing*'

let's get to the trial before my toe starts hurting again and I can't press the throttle.

The alarm was set for 6:30, I woke up at 5:30, my body clock is obviously still on British Summer Time! I frittered the additional hour and set off as intended around 7:00 from May Hill near Ross dressed and ready for the 45-mile trip from home to the start. I stopped for fuel just before the M4 roundabout on the A46, added some STP to my freshly serviced engine, helped an aging "blue-rinser" to fix the rear-view mirror in her flatbed tipper and I arrived in the soggy scrutineering field just about on time. Richard my passenger and I signed on with 40 minutes to spare and Carlie had luckily printed a few spare route directions for victims of the fire and forget world of email. Numbers on and at 9:26 we were off to test the tyres...

Section 1 - Tog Hill. Easy start to the day. Nobody failed. **Clear.**

Section 2 - Bitton Lane (restart 12psi). Really difficult restart on wet stone but we managed to trickle up 23 others didn't. **Clear.**

Observed test 1 - Fairy Hill. I had set on 10psi ready for the next hill. That was a stupid mistake I should have dropped the pressures and pumped up for the next hill. The front slid wide on the mud, by the time the back came around we were in the boggy wilderness with zero grip stuck on sodden grass tussocks - the car simply wouldn't move uphill. That happened to 23 others as well, but my mistake knocked the mood down for a while. **A massive 6 lost - for a failed test of all things.**

Section 3 Fairy Hill (restart 10psi). Given a lot were being towed out of the escape route it looked like trouble. The restart for class7 was ok to get off but after the first part of the hill we had no chance on the second steeper climb. Full marks to Mal Allen and Dave Middleditch as the only cars to get up – **3 lost**

Section 4 Big Uplands (restart). All the restarts were a tricky and it was not a day for panicking and hitting the throttle. We made it. **Clear**

Section 5 – Guys Hill (restart 10psi). Really tricky, just got away and added maybe 200 rpm by the top. **Clear**

Section 6 – Travers Hill. No restart for us thankfully that looked harsh as be lumped and bumped past what the class 8 cars needed to move off. **Clear**

Break at the lake. The whole trial was running late thanks to the conditions so no formal time, a fast sandwich and back to it in an attempt to avoid climbing hills in the dark. We promptly turned the wrong way on route and lost any time we had gained.

Section 7 – Burledge (restart). Clear

Observed test 2 – Fry's Bottom. A slowish time but after the test 1 fiasco glad to get it done.

Section 8 – Fry's Bottom 1 (restart 10psi). Clear

Section 9 – Fry's Bottom 2 (restart 10psi) – The red deviation almost caught us out and I was very lucky to haul the car back onto our track and complete the hill. Almost a big mistake but the climb after the restart went very well. **A very happy 1**

Section 10 – Fry's Bottom 3, Very glad we didn't have that class 8 restart. **Clear**

Section 11 – John Walker (10psi in the dark) – what a quagmire. **Clear**

Summing up. No punctures, no tyre disasters just learning what the new ones can do without ripping tubes out. The stiffer side walls should mean we can now run at least 2psi lower. Overall, it was a very good day with the Dutton seemingly back on the pace. Working well for straight climbs and restarts but turning in - not on that day! Now if only the old bloke behind the wheel was a bit more consistent! Another 23 cars fell foul of the Fairy Hill special test, so we weren't the only ones to get it wrong. Many thanks to Bristol Motor Club and Pete and Carlie Hart for an excellent event with perfect road markings.

Afterword. It's a great pity I can't see too well in the dark with these new generation car headlights burning my retinas out. I lost my low beam lights on the way home due to a switch problem but decided to press on with main beam to teach those Christmas shoppers blocking the A46 in their Chelsea tractors a lesson. I finally got home at 20:30 that evening – I was perished after 13.5 hours in the Dutton... No Exeter for me this year as work for the MOT needs to take priority. See you on the Clee...

Allen Trial by Phil Aubrey

This year's trial is a little different, Tom has decided to have a day at home and not sit shotgun, so my understanding wife has reluctantly agreed to stand in, with a question, will you put the roof on if it rains. My answer being, remember last time [coming home from a PCT] we got just as wet as rain came up the screen and under the hood giving us wet laps. She did the Allen with me in 2019.

Car checked over, loaded on trailer on Friday, reason for this is Tom and Em had planned a trip for the four of us plus Lottie their dog, to Blackpool to see the lights and on up to Ulverston south-west of lake Windermere to see Ems Dad. Saturday 6 am. start, back home at midnight, 550ish miles covered in one day.

Sunday, hitch up trailer, leave home around 7.15 am. over the Severn Bridge

at sunrise, which we didn't see due to low cloud, at least no rain, park up, unload get scrutineered, now down the road to the Bull Inn for a 9.20 start; 77 cars on the entry list, but only 70 actual starters, plus 7 on new Heritage list of which 4 started.

Off we go on time, as always, to section 1, Tog Hill, it looks like just a heritage class Austin 7 failed, and then to Bitton Lane, 12psi for class 7 plus a restart, which we failed, along with 24 more cars. Now 7 miles to Fairy Hill, while waiting to enter complex the class 2 Trojan Utility pulled up to reinflate tyres, what a great car, 2 stroke flat 4 under the floor, almost 100-year-old and still competing, how many of today cars will still be around or even on the road in 2120.

Test 1 a downhill start, left uphill around a tree, stop all wheels over line, reverse all wheels over line, forward to stop astride line, this may have sounded easy but for over-night rain, I let tyres down to 8 psi, we manage to get a respectable time, around 23 failed, getting to section 3 was a trial for some, mini digger to the rescue, 10 psi plus restart, we get out of the track and make it to a 4, two routes out plus a tow for some, looks like this hill claimed two cars.

Short trip to Big Uplands, via a wheel / underside wash, restart for us. Now to Guys Hill short wait here, 10psi plus that restart, last year it was so dry I think most if not all saw the top, 17 restart fails, including us, we actually moved backwards. Now to Travers, run by my Ross members, Stuart on start duty said water was running down the section when they arrived, good job the first car arrived an hour late, he was looking forward to the section closing and the annual trip to the Crown at Churchill.

Last year the designated drivers passed us at Monmouth tunnels on their way

home. Phillipa got bounced around a bit here, great photos by Calvin. Short lunch break at Chew Magna picnic area, now Burlledge restart for us, no tyre pressure limit.

On 5 miles to Frys Bottom complex, special test, 10psi for next 3 sections, then on to a mud run with a restart on the level for us, at restart we are greeted with "there's the finish you've just got to get there". On to next section, long wait, 4 cars into section then wait for them to return, by the sound of high revs echoing down the valley it was difficult, restart for us, devious downhill diversion right hand up hill to the restart for class 8, well done Mark Hobbs, only car to get a clear on this hill, we manage a 2, next a short hill with a tricky restart for class 8.

Now a 13 mile ride to last hill, John Walker, as we arrive at the holding area we get given our queue number, there is only 1 car in front of us, usually there are 10 or more, and in the dark, 10psi for all classes, we set off, not fully dark but able to see usual out lines on way up, stream, gully to right, up over crossing, muddy roller coaster holes, at the top I hear on my left, I'm glad that's over... now back to the pub to sign off, load up and head home. I think there were 8 retirements.

A great day with a class 3 Escort first overall. Thanks to Peter, Carlie, all Bristol MC team, plus all the marshals. Roll on next year.



Stuart Highwood, Class 5, Reliant Scimitar SS1

Allen Trial on Travers

Photos by Steve Shelley

Ashley Clarke, Class 8 Silva



Ben Giles, Class 7 Skoda Estelle

Bristol Motor Club Allen Trial 2022 by Simon Oates

Held on Sunday 26th November, we left Launceston at 6am for the haul up to Bristol with Paul Bunn as wing man for the day. Paul first event was the Tamar Trial and he bounced us to a class 7 win, but expectations weren't very high after my last exploits on the Presidents. The car was now repaired, and a hydraulic handbrake fabricated and fitted although not yet quite as responsive as I would like. Fellow Launceston members Andrew & Lorraine Rippon (class 7 Beetle) and Phil & Francis Thomas (class 3 Mk1 Escort) had stayed in Bristol the night before and had a slap-up breakfast before meeting us at the Bull Inn, I mean start. A full turnout of 75 cars plus a heritage class of 7 cars meant the trial was full of reserves in case of non-showers. A field was provided ½ mile from the start for trailer which was very convenient. A bit of banter and catching up with fellow competitors.

9.12am came and off went Phil and Francis followed by Andrew and Lorraine and then us. The first section was **Tog Hill (1)** was a straightforward climb with no restarts and I believe everyone cleared – we can relax a bit now. On to **Bitton Lane (2)** that was a rough stony lane with restarts for classes 3 – 7 around a left bend. I heard drive up and clear his restart. Andrew followed with 20 secs plus of revving with tons of smoke to end up with a 6. We followed not sure how to follow that but cleared the restart but could have done with oxygen to clear the rubber from our lungs.

7 miles on to **Fairy Hill Observed Test 1** where the escape route for the next section was causing a bit of a problem (nothing a Land Rover, block & tackle and rope couldn't sort out). We waited a

bit to do the test and watched the mud around a tree getting more and more slippery. The earlier cars seemed to have better times than the later ones and 23 cars failed the test receiving a 6-point penalty. Phil took it steady in 42.4 sec, Andrew 40 secs dead and I lost the plot in 44.9 seconds – let's hope it's not needed for the results later. Best time of the day went to 2nd off Mark Hobbs in his Troll with 27.9.

By now there was a bit of a queue for **Fairy Hill (3)** due to difficulties getting cars back to the exit track. After a while Phils Escort was off without a restart and he climbed within a couple of inches of the 2 marker. Andrew next with a restart on the corner and managed a 3. Us also with the restart and similar to Phil, was just short of the 2 marker. This now meant I had to reverse down for the first time since rolling the car. I lost the plot if I'm honest even though I clicked the mechanical handbrake 4 times to hold the car on the hill, put the car in reverse and reversed with the brake on, to the bottom of the hill. Anyway, we got down and on to the escape route to get out, which was a trial in itself - fun, fun, fun!!

A mile along the roads we came to **Big Uplands (4)** (Byeway Open to All Traffic) a long rough, slippery and stoney track with a restart for classes 7 & 8 around a sharp left bend. No problem and cleared fairly easily. 7.5 miles on to **Guys Hill (5)** (BOAT) with a restart on 10psi and the hill is straight and tree roots just past the restart – shouldn't be too hard! Well Phil had no restart and flew up without a problem. Andrew took off and at the restart eased the car off the line, over the roots and what happened next, I couldn't see for the smoke, but he was still moving and ended with a 3. No one did better than that in class 6. We went off gently to the restart and eased it away, much like Andrew except it kept going to the top – lucky bugger!

On for a further 10 miles to **Travers Hill (6)** (BOAT) which was a track on the side of a steep wooded hill overlooking **Blagdon Lake** (a place where I've always wanted to fly fish since I was a boy). Slippery and rough to the top without a restart (Class 8 only) and it was cleared by all bar 1 car (restart!). Lunch was calling at the **Chew Valley Lake picnic area**. The sausage and chips is thoroughly recommended although hard to consume in the car on the way to the next section **Burledge (7)** (BOAT) as we were running behind time due to the wet conditions. Another slippery narrow stoney lane with an easy restart which every car cleared.

5 miles on we went into **Fry's Bottom Wood for Observed Test 2** which was a quick blat from the 'A' boards into a box over the 'B' board with all wheels, reverse all wheels over again and astride line 'C'. It's always fun if you get it right even with 40 bhp! Up the track to **Fry's Bottom 1 (8)** which was a bit pointless with a slight climb to a wet level clay part and a restart for classes 3 – 8 which I thought was downhill and on to the finish. Again, all vehicles cleared the section. 100 m further on we got to **Fry's Bottom 2 (9)** with a restart so very

different to the last. Wiggly weaving woodland track to a restart which turned sharp right up a clay bank to the 1 marker. Phil went for it, had no restart and managed a 1. Andrew and I got off the restart and managed a 2. We have to mention Class 8 who had a devious deviation on the section and a restart which only Mark Hobbs in his Troll managed to clear the section – very well done!

Further into the woods we went on to, you've guessed it, **Fry's Bottom 3 (10)** which was a nasty little climb through tree roots after a sharp right turn in wet clay. Our three cars all managed to clear the section, but poor old Class 8 had a restart around the roots with Paul Merson in his Shopland Mk2 being the only one to get to the 2 marker. The last section **John Walker (11)** was a further 13 miles away and a long narrow, stoney rough and slippery lane preceded with a dip in a swollen stream, just to clean the car off before covering it in mud again on the way up the section.

Throughout the trial, all marshals were so helpful, the route was clearly marked at junctions and the venues welcoming. THANK YOU ALL for making the trial so enjoyable and friendly.

The Allen Trial, 27 November 2022, Bristol Motor Club, by Mal Allen

I don't know why, again, I agreed to write a "few words" about the Allen Trial, I could just reprint the rubbish I wrote last time. But no, I have to sit here 10 days after the event (had a week in Penzance with friends) trying to remember how the trial went. So here is my trial as best as I remember.

First thing first, 3 days before the trial I thought I should just check the car was good to go, of course, it wasn't, the week before it had started and passed its MOT (advisory, slight oil leak, it's a

Marlin, the mechanical bits are 40/50 years old British bits, of course it leaks oil). So now it will not start. Do the usual checks and find the starter motor is not doing its thing, out with the spanners and motor on the bench, did you know these modern hi-torque motors like to drink water out of the puddles as you splash though them? I'm now fully trained on the stripping, cleaning, drying and reassembly of these items. Bench test with a spare battery and it makes all the right noises. Refit and everyone's happy again.

My passenger again this year was Bristol Pegasus Chairman Nick Wood (my first choices were not available, so he had to do). The alarm woke me at

5:30, not for me, I didn't need to be at the scrutineering until 8:15, no, this was so Donny could be at the Pub by 7:00 to help Carlie with the signing on.

Scutineering was as usual in a field just off the A4, I arrived about 8ish and joined the queue, Bill Bennett was this year's choice for scrutineer, so his alarm went off way before mine. He and his assistant were very efficient but still wanted to check the usual things. I think we all passed his scrutineering eye. Nick arrived from "Over the Bridge" soon after. The Marshal had asked us not to go to signing on for a few minutes as parking is always a bit tight at the start (but the marshal team there always have it under control and the right cars in the right place).

When we get to signing on, we do the usual thing, sign on, get our numbers, a cup of tea and the obligatory bacon sandwich. One idea I thought was quite good, we were told to take a picture of the Tyre Pressure list with our phone, rather than crowding around the desk trying to add the limits to the route card. Our start time was 9.17 (I thought a very sensible time to start) and at 9.17 we were duly flagged away by the ever-helpful Bristol marshals.

Section 1 Tog Hill. Chief Official Dave Potts. Never a real problem this hill, just a trundle up a roughish track. A chance to wave at the marshals you recognise. Although, I marshalled this hill for the 3 Day Trial, its surprising just how steep it is at the top when you are walking up it (or am I just getting old).

Section 2 Bitton Lane. Chief Official Neil Peregrine-Morgan. A virtually new marshals team here this year, but the same friendly greeting as we used to get from Terry Osborne. The restart here caught out a few drivers, it's not particularly steep but a little off camber. I try to treat it the same as Guys Hill restart, trickle off the line (if possible).

Observed Test1 Fairy Hill. Chief Official Pete Batty. Straight forward start online A, all across line B, all behind line B, stop astride line C. Apart from the bit about circling the large tree between A and B, this involved a slight uphill stretch that quickly became a very slick muddy uphill stretch. About 30 % of the entry failed. Notably in classes 5 and 6.

Section 3 Fairly Hill. Chief Official Nigel Moss. New to the trial last year, as long as you turned the right way at the top it was not a problem. THAT WAS LAST YEAR. This year after the overnight rain it was a challenge, the higher restart for class 8 was impossible, not one class 8 cleaned the hill, the lower restart gave the other classes a chance but only 2 cars (class 7) saw the top.

When we arrived at the Fairy Hill complex the queues were almost out the gate, this always gets the nerves going as this means the hill is causing problems. Apart from the fact that no one was clearing the section a problem had occurred early on with the access track that required the road building skills of the Stroud team of marshals in re-grading the track using the landowners Digger driven by Mark Linforth (amazing the useful skills a good marshals team bring with them).

Section 4 Big Uplands. Chief Official Mike Jones. I think it was here I had a brief chat with Tony Hayes, son of John Hayes, who was well known amongst the trial's community. A restart for classes 6,7 & 8, this hill is not the stopper it used to be but is a nice section, getting a bit rough near the top now.

Section 5 Guys Hill. Chief Official Eric Wall. I had a bit of a telling off from the Chief Marshal, Eric Wall, here. I was leaving too big a gap between myself and the car in front, luckily, he

accepted my reason that sometimes the other car spins the wheels on the start and throws stones and mud back at the car behind. Sorry Eric. Now about the hill, if you are a trialler you will know about the Guys Hill restart, so easy to fail, which about 50% of the entry promptly did.

Section 6 Travers Hill. Chief Official Stuart Harold. Now, Bristol MC claim to have had a couple of working parties on this hill to "Smooth out some of the steps" I didn't notice, it was a tad bouncy on the higher bit. Even so, very few had problems on this hill. Restart for class 8 only (class 7 breaths a collective sigh of relief).

Chew Valley Lake Rest Area Control. Chief Official Zoe Tooth. Normally we would be given a departure time by the marshals here, but after the delays at the Fairy Hill complex we were allowed to leave at our own discretion. Still, I made time to eat a filled roll supplied by Nick, delicious. Unusually for me I had no running repairs to do here, unlike several other competitors.

Section 7 Burlledge. Chief Official Simon Robson. A reasonable long hill, easy lower restart for all except class 8 who had the higher restart, still only a couple of drivers picked up points here.

Section 8 Fry's Bottom Wood 1. Chief Official Martin Clemco. Downhill start onto a slab of thick mud with deep ruts, looked like a nightmare but all who attempted it cleared the section.

Section 9 Fry's Bottom Wood 2. Chief Official Norton Selwood. Queues again here, let the nerves get going again, not really helped by a short conversation with Event Steward Andrew Brown, who in fact predicted my score exactly. Leave start line ably marshalled by Anne Robinson, proceed directly to the restart line, do not turn left into the class 8 diversion, look right up

the section, drop clutch, move just enough to score 5 before gravity take over and slide left down the off-camber patch of mud that is the restart. I've watched the video of the class 8 diversion. Bristol MC, that was not a nice thing to do to Class 8.

Section 10. Fry's Bottom Wood 3. Chief Official Richard Wykeham-Martin. A fairly short sharp climb the problem was that from the start line it's not possible to see the climb, so easy to take it bit slowly and not have the momentum to clear the top, I probably overdid it a bit as I had to brake to make the hard left at the top. Another harsh restart for class 8 here, all picked points on this hill.

Section 11 John Walker. Chief Official Matt Nichols. The hill that has it all. The ford (thoughtfully dammed by the marshals to ensure a decent depth), a bit rocky road, a patch of clay and the long muddy lumpy run up a sunken road to burst out through the final section ends gate. Even though we were running no 49 we were surprised to find no queue here, unlike most years. We even managed to clear the hill in daylight. The vast majority cleared this the last section of the day.

Signing Off. Carlie Hart and Donny Allen. The organisers had offered the drivers an alternative route back to Signing Off avoiding the traffic jams caused by the Bath Christmas Market shoppers going home with their expensive purchases. (The Bull pub had allowed Bristol MC the use of their large marquee complete with heaters and a manned bar for signing off) having dropped off my navigator at the trailer park so he could get off home, I duly signed off and bought myself a pint (well, it would have been rude not too).

So, another successful running of the Allen Trial, well organised and marshalled as usual, thanks to all who

marshalled and the organisers within Bristol Motor Club (although I was glad not to be running in class 8). Congratulations to Philip Thomas, dropping just 3 points all day and winning the Allen Trophy and all other award winners.

On a personal note, Nick and I had an unexpectedly good day in the Marlin

managing 2nd in class, which, as I had decided to hang up my waterproofs and retire from Classic Trialling after this event was a nice way to bow out. So next year I'll probably be out marshalling the Allen.

Anyone interested in a used Marlin?

The Allen Trial

The impending (on/off) house move meant that I was not going to enter the Allen, quite annoying as I really enjoy this event, in particular Travers and John Walker.

Having apologised to Pete and Carlie Hart that I would not be entering, at the last minute it became apparent that the house move would be deferred, and Ruth suggested I enter, luckily, I was able to get an entry subsequently understanding that the event filled up in four days!

As the day approached the passenger problem arose, Alan Wibberley was not around as I had told him I would not be entering and he was chaperoning the grandchildren at a youth trial, Peter Browne was competing in the Neil Westcott and Julia Browne was riding in a cyclo-cross, as I have remarked before, busy people these passengers.

On the Saturday evening a week before the event Ruth and I were demolishing a bottle of wine when just starting on the second bottle she asked, "are you travelling down the same day or staying in a hotel?" I responded, "no I can get down there and back same day". "OK well I know I will regret this, but I will come along", passenger situation resolved, albeit assisted by copious amounts of red wine but I need to be on my best behaviour.

As is normal car preparation is left to the last minute, I can in this instance claim a defence, the Marlin is in the garage and needs to be swapped over with the Coates which is on the trailer with the broken gearbox.

Calamity, the Marlin starts up ok and then starts to misfire and will only run on 1 or 2 cylinders, I try to analyse what is wrong with it (must be ignition), I order a couple of bits and leave repairs until I can get this sorted, at the time of writing I have not got the beast running, then end result is Ruth assisting me pushing both cars in and out of garage and onto trailer.

The Coates will not move in first or reverse following loud noises on Crackington a couple of weeks before, a strip down shows a number of teeth stripped from the second gear on the layshaft and a small part of a tooth lodged in the first gear sliding gear, causing the gearbox to lock.

Not sure why this happened as I was in first when the noises started and there is no apparent damage to anything other than second gear on the layshaft, probably just a weakness in the component, not sure if Mr Ford will support a warranty claim for part possibly 80 years old.

From stock I am able to find a 8hp layshaft which gives me a lower first gear ratio (not as low as 100E components but just right for car in current state of tune), with this I rebuild

the gearbox making a slight change to fit a sealed bearing on rear of gearbox, the system allows for a constant loss system which keeps the prop joint lubricated but means that in some trials I am running low on gearbox oil, I suspect this is exacerbated by our climbing of steep hills and the oil running to the rear of the gearbox, I coat the carden (sort of universal joint) with copious amounts of grease and hope that this will be adequate, time will tell.

Still putting bits back on the car Saturday, it and all the kit are finally loaded for an early start Sunday, we get off ok but could have done with an extra 30m minutes, the journey is horrendous with torrential rain most of the way there, luckily this eases as we near the start. Unloading I am convinced we are running late; we get over to scrutineering and ask those waiting if we can push to the front, everybody is supportive, and we rush through the system and are off to the start.

We sign on and immediately we are into banter with old friends, a sausage in a roll, half a cup of coffee and we are off. We get to Tog Hill without issue and romp to the top, Bitton Lane comes and goes in the same vein, we arrive at Fairy Hill, and it is obvious straightaway there are issues with a big queue.

The observed test comes first, and we join the queue, I remember this test from last year, it looks the same, it is. We understand the area has suffered from continuous rain for a week and is sodden, we go for the test and the wheels are spinning on the uphill climb we eventually gain traction and complete the test taking some 41.5 seconds to complete. By comparison Dave Haizelden tears round in 30.4, Mike Wall in the Trojan scores a very respectable 32.2 but overall Trial winner Phil Thomas takes 42.4 seconds, there's a message here but I'm not sure what it is.

We then queue for some time as there are issues with the actual Fairy Hill section, I understand there was erosion in the section causing a couple of cars to drop down the hill, this was overcome by one of our band who is a capable machine driver using the machine on site to repair the damage.

Whilst waiting, Ruth questions why some vehicles seem to have a difficulty moving off on apparently flat surfaces, I will leave to readership to answer her question!

We eventually get our turn to go, we go for it and the best we can do is a 5, this seems to be an average for most of the entry, then we watch the cars struggling to get out of the section area, a Land Rover with a winch has been positioned at the top of the hill to drag the entry out.

We see all the cars in front of us having to be pulled out, I am apprehensive, we go for it, amazingly the Coates digs in and we chug to the top, luckily this it witnessed by Pete Hart, sometimes this little Special, built 72 years ago just amazes me.

It's on to Big Uplands where we wait for a while, we chat to Hannah Ferguson who is taking a day of from Mum duties to passenger Dad, we go for it and see the top.

Guys Hill is next, I am always wary as this section can catch anybody out with its slippery surface, but we are careful on the line and chug away to the roots, build up a bit of speed and again chug over them, we are happy to clear the section.

Then comes Travers, I can still remember the first time I attempted this section and was amazed that the little car bounced up it, I'm sure the rocks are now smaller.

I advise Ruth what is to come and to hold on tight, due to the low power of the Coates we have to travel quite fast just to keep the momentum going, we do this and are thrown all over the place, we are delighted to clear the section.

Ruth is surprised by the car's performance; she says all she can think of are the cartoon cars in Wacky Races that collapse after bumps and the driver is left holding a steering wheel amidst and pile of bits.

Burlledge I cannot recall, then on to Frys Bottom, 1 is ok, but I do not get far round the right-hand turn and stop at 5 on section 2. On 3 we go better and make it to 2.

Then we are on to John Walker a brilliant section, especially for the last one of the Trial, by the time we get there it is dark, and we proceed on headlights, I don't go mad, and we spin to the top, this is probably the longest section in any trial but so enjoyable.

Ruth asks, "what happens if you get stuck?", as I have always got to the top I

don't know, I see that the vast number of the entry get through it. Its back to the start, sign off, back to the trailer, load and start the long journey home.

I have resisted saying it during the event, but the Coates has run as sweet as it ever as and the gearbox has been perfect.

The following day I realise I have no major surgery needed on the car, just a few minor issues to sort out, this is a result, and I can now get back to the Marlin.

On reflection and with no criticism of other events implied, I have probably enjoyed this trial in 2022 more than any other, no particular reason it's just happy!

Looking forward to seeing you all in 2023, I may even have sorted out the Marlin by then.

**Roger Ashby
(Kent not Marlow)**

The Mechanics Trial by Greg Warren

There was a good entry for the Mechanics considering the busy Autumn trials calendar. The Start venue was at the Fromebridge Mill, which also hosted all the trailer parking as well this year because the large parking venue at GKN Stonehouse was not available.

Heavy rain leading up to the event meant that the often-dry Mechanics was going to be a different "kettle of fish" this year, however weather on the day was sunny and dry overhead.

Section 1:
Tin Pan Alley is a nice gentle

introduction to the day, and we left the tyres plenty hard enough and used a few more revs than anticipated as we slithered our way up.

Section 2:
Axe is always a formidable long sticky climb. Having been "rested" for the 2022 Cotswold Clouds the hill was going to be a challenge. We were car 17 and news filtered back the queue that Josh Moss, running number 15, in the very well-prepared Cannon with regular passenger Phil Tucker on board was at that time the only car that had cleaned the section. Our turn came and with words of encouragement from Nigel & Ian Moss who were running the start area we were off. Patrick my son was "reading the section" from the back

and bouncing when appropriate, somehow, we made it through the clag and onto the slippery stones just before the LH corner at the top, lots of revs and even the old man was bouncing and we made it, def the hill and climb of the day for us.

Section 3:
Boxwell. I got my breath back on the A4135 and in no time we were chatting to Eric Wall in his usual position on the start line of Boxwell 14 psi tyre restriction and the usual restart looked slippery, however there was good grip. We exited along the track opening and closing the gates etc followed by Bob Tozer in his smart BMW Z3, who is fairly new to trialling but seemed to be really enjoying himself.

Section 4 (Special Test 1):
Hobbs Choice was manned by Lee Peck. We had a chat about the recent Edinburgh and agreed that not all new ideas work. We took it steady so as not to "light her up" on the stones.

Section 5:
Wood Lane has a very difficult sharp right turn up a grass bank after the restart. Steve Johnson in his Mk2 Four door somehow cleaned the section, well done Steve. Then it was on through Nailsworth on the A46 and into the Shell Garage for some V Power. CFJ 356T thrives on Shell.

Sections 6,7,8 & 9:
These sections were in the Catswood complex. Sapseds Surprise was first with the Gladwyn family marshalling. We were pleased to get a 3 in this steep section "The wall of death approach" working for us this year.

Second was Mini Hoskin which was the toughest it's been for many years catching out most competitors this year including us.

Then it was on to Don't Blink. One day I will get the approach to the lower

corners right! A notable clean here was Charles Knifton in his Class 8 Special. Merve's Swerve and the "Mechanics route" was in good climbable condition offering more grip than the route used each February for the Cotswold Clouds.

King Charles Lane OS 10 was cancelled therefore onto:

Section 11: Bulls Cross. A well-placed restart caught a few, as we exited the section, I reminded Patrick that directly across the main road is the entrance to Fred's Folly. A great section used for several years on the Cotswold Clouds, but sadly not anymore. 5 miles later were we on the busy A417 heading to Greenaway Lane and the grassy Greenaway 1 & 2 sections

Sections 12 and 13:
Greenaway 1 & Greenaway 2 Not a great performance on either from yours truly... Back on the A417 even busier round Air Balloon Roundabout & onto The Bull Banks sections.

Section 14 (Special test 2):
Bullbanks 1: There was lots of grip here and we achieved a respectable time ...

Section 15:
Bullbanks 2: The usual tricky restart, we had to go steady on the lower part due to a lady walking her dog close to the section she did however have a high vis lead.

Section 16:
Viaduct Back to the long blast up through the field this year. Always good for blowing the cobwebs out. We watched a few competitors and had a chat to some long-term Stroud members then back to the finish at Frome Bridge Mill.

Another very enjoyable Trial well organised by Stroud & District Motor Club in the lovely Cotswold countryside ...

PDQ MOT

8.30am - 5pm MON-FRI
9am - 1pm SAT



MOT TESTING



Unit 5
107 Summerway
Exeter
EX4 8DP
01392 460777

PROCARE GARAGE SERVICES

8.30am - 5pm MON-FRI



CAR SERVICING

Unit 3
107 Summerway
Exeter
EX4 8DP
01392 460055

Wheelspin Table 2022 Final		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairmans	Exmoor	Land's End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Mechanics	Kylie	Allen	Camel Classic	Best 9	Total	Events Scored
Joshua	Moss	.	.	7	6	4	10	.	.	.	.	10	.	9	9	8	.	9	72	72	9
Paul	Merson	.	10	.	.	9	7	.	.	10	8	.	.	.	7	7	.	.	58	58	7
Charlie	Knifton	.	8	2	9	.	6	.	.	3	3	.	.	.	10	.	.	.	41	41	7
Charlie	Merson	.	.	.	.	8	.	.	.	.	.	8	.	.	.	10	.	.	35	35	4
Stuart	Bartlett	.	.	3	7	.	9	.	6	8	2	.	.	.	.	.	.	.	35	35	6
Dave	Haizelden	.	.	10	.	.	3	.	8	.	.	9	.	.	.	.	3	.	33	33	5
Ray	Ferguson	.	.	.	5	.	.	.	4	9	4	.	.	.	.	.	6	.	28	28	5
Aaron	Haizelden	.	.	.	.	10	.	.	.	.	.	.	.	8	.	.	.	8	26	26	3
Keith	Sanders	.	.	.	.	3	5	.	8	.	.	.	.	10	.	.	.	.	26	26	4
Nick	Deacon	.	9	.	3	1	4	.	3	.	.	4	.	.	2	.	.	.	26	26	7
Stewart	Green	.	.	.	.	2	.	.	1	.	5	.	.	2	4	4	.	6	24	24	7
Russ	Clarke	.	5	.	8	.	.	.	.	.	.	.	.	.	5	5	.	.	23	23	4
Ian	Cundy	5	.	.	.	.	5	.	.	.	.	5	.	.	.	.	.	8	23	23	4
Roger	Ashby	5	1	.	.	.	5	7	.	.	.	3	1	.	.	.	.	.	22	22	6
Jack	Selwood	.	.	.	.	.	.	.	.	8	.	.	.	4	.	2	.	5	19	19	4
Nicola	Butcher	5	.	.	2	.	.	5	.	.	.	5	.	.	.	.	.	.	17	17	4
Stuart	Highwood	5	.	.	.	.	3	.	.	7	.	.	.	.	.	.	.	.	15	15	3
Robert	Holden	5	.	.	.	.	5	.	.	.	.	5	.	.	.	.	.	.	15	15	3
Karen	Warren	5	.	.	.	.	5	.	.	.	.	5	.	.	.	.	.	.	15	15	3
James	Shallcross	.	.	.	.	.	.	8	.	.	.	.	.	6	.	.	.	.	14	14	2
Sam	Holmes	.	6	.	.	.	.	.	7	.	.	.	.	.	.	.	.	.	13	13	2
Neal	Vile	3	.	.	.	.	5	.	.	.	.	5	.	.	.	.	.	.	13	13	3
Brian	Hampson	3	2	.	.	.	5	.	.	.	1	.	.	.	.	.	1	.	12	12	5
Andrew	Martin	.	.	.	.	6	.	5	.	.	.	.	.	.	.	.	.	.	11	11	2
Edward	Wells	5	.	.	.	.	5	.	.	.	.	1	.	.	.	.	.	.	11	11	3
Nigel	Jones	5	.	.	.	.	5	.	.	.	.	.	.	.	.	.	.	.	10	10	2
Nick	Aldridge	.	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9	9	1
Mal	Allen	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	.	8	8	1
Pete	Hart	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	.	8	8	1
David	Middleditch	5	.	.	.	.	.	.	.	.	.	.	.	3	.	.	.	.	8	8	2
Paul	Watson	.	.	.	.	.	.	.	.	.	.	.	.	8	.	.	.	.	8	8	1
Ian	Davis	.	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	7	1
Stuart	Holton	3	.	.	.	.	3	.	.	.	.	1	.	.	.	.	.	.	7	7	3
Mike	Wills	3	.	.	.	.	3	.	.	.	.	1	.	.	.	.	.	.	7	7	3
Adrian	Tucker-Peake	3	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	6	6	2
David	Carter	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	5	1
Richard	Kinver	.	.	.	.	.	.	.	.	.	.	5	.	.	.	.	.	.	5	5	1
Gregory	Warren	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	5	1
John	Bell	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5	.	5	5	1
Michael	Warnes	3	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	4	4	2
Dick	Bolt	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	3	3	1
Jonathan	Ellwood	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	3	1
Mike	Jones	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	3	1
Thomas	Jones	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	3	3	1
Sticker	Martin	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	3	3	1
Peter	Adams	1	.	.	.	.	1	.	.	.	.	.	.	.	.	.	.	.	2	2	2
John	Charles	.	.	.	1	.	.	.	1	.	.	.	.	.	.	.	.	.	2	2	2
Andrew	Rippon	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	2	2	1
Paul	Jones	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1

Crackington Table 2022 Final

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairman's	Exmoor	Land's End	Torbay	Yorkshire dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Mechanics	Kyrie	Allen	Camel Classic	Best 9	Total	Events Scored
Nick	Deacon	10.9		10.4	10.7	10.8		10.7			11.0	10.6			10.5	10.5	7.0	10.6	96.3	113.7	11
Roger	Ashby	5.0	9.5	10.3		10.1	10.1	5.0	10.2		10.2	10.2	1.0	10.1			10.2		90.9	101.9	12
Brian	Hampson	3.0	9.9	8.7		9.7	9.8	5.0	9.7		10.0	9.6		10.3	9.5		10.7	9.6	89.3	115.5	13
Dave	Haizelden			10.6		9.4	9.3		8.0			10.3		9.6		9.4	10.3	9.6	86.5	86.5	9
Ray	Ferguson				10.7	9.0			10.5	10.6	10.5				7.0	7.0	9.0		74.3	74.3	8
Nicola	Butcher	5.0	9.2	7.8	10.1			5.0	10.1			10.1	5.0				9.3		71.6	71.6	9
Robert	Holden	5.0		8.9		8.4	9.3	5.0	9.5				5.0		8.5			8.6	68.2	68.2	9
Karen	Warren	5.0		6.9		8.5		5.0	7.6		9.3		5.0	9.3	10.3				66.9	66.9	9
Sam	Holmes		10.2	9.8						10.1						10.2	10.3		60.8	60.8	6
Stuart	Bartlett		6.0	9.0	7.8		9.7		11.0	9.6	5.0								58.1	58.1	7
Keith	Sanders			9.6		10.4	10.3		8.0					10.6				8.6	57.5	57.5	6
John	Ramsden		7.9	4.0	7.7					5.6	9.5			8.7		3.0	2.0	7.8	56.2	56.2	9
Stewart	Green					6.0			9.0		7.0			7.0	5.0	5.0	6.0	7.0	52.0	52.0	8
James	Shallcross					10.2			10.3		10.2			10.3				10.3	51.3	51.3	5
David	Middleditch	5.0	8.9	9.0					5.6						11.0	10.0			49.5	49.5	6
Nick	Aldridge			11.0		10.0	9.5									9.0		9.8	49.3	49.3	5
Stuart	Highwood	5.0		3.0				3.0			10.5			8.6	10.3	8.4			48.8	48.8	7
Charlie	Merson					5.0	8.7				10.0	9.9				11.0			44.6	44.6	5
David	Carter	5.0		10.1		9.2	10.1		9.3										43.7	43.7	5
Russ	Clarke		8.0	6.0	8.8				6.0						6.0	6.0			40.8	40.8	6
Richard	Kinver								8.7		9.2	9.2	5.0					8.6	40.7	40.7	5
Edward	Wells	5.0	9.9					5.0					1.0		9.0	4.0	6.0		39.9	39.9	7
Paul	Watson			8.0		7.0	7.5								8.0			8.8	39.3	39.3	5
Aaron	Haizelden					11.0								10.0				9.0	30.0	30.0	3
Paul	Jones	1.0		3.9							8.3				9.3		6.6		29.1	29.1	5
David	Slade			10.7												9.5	7.7		27.9	27.9	3
Nick	Farmer			8.6					9.4		2.0							7.6	27.6	27.6	4
Jack	Selwood										9.0			8.0		3.0		6.0	26.0	26.0	4
Neal	Vile	3.0					6.8	5.0					5.0				5.7		25.5	25.5	5
Stuart	Holton	3.0					4.8	3.0	5.7			4.9	1.0				2.0		24.4	24.4	7
John	Cavendish		6.9				8.8								8.5				24.2	24.2	3
Michael	Gibson		6.8																23.9	23.9	3
John	Charles		6.9		8.7					7.6									23.2	23.2	3
Ian	Cundy	5.0						5.0					5.0					8.0	23.0	23.0	4
Gregory	Warren	5.0		6.9											10.5				22.4	22.4	3
Philip	Aubrey		5.9	5.0												8.0	3.0		21.9	21.9	4
Andrew	Rippon						10.5										9.6		20.1	20.1	2
Patrick	Warren										9.3						9.5		18.8	18.8	2
Pete	Hart						10.5										8.0		18.5	18.5	2
John	Bell			2.0			8.5										8.0		18.5	18.5	3
Nigel	Jones	5.0	3.0		4.8			5.0											17.8	17.8	4
Peter	Jones								6.7		9.0								15.7	15.7	2
Andrew	Martin					10.4		5.0											15.4	15.4	2
Peter	Adams	1.0				4.0		1.0	8.5										14.5	14.5	4
Ian	Davis		9.0	5.0															14.0	14.0	2
Mal	Allen														4.0		10.0		14.0	14.0	2
Adrian	Tucker-Peak	3.0		7.9				3.0											13.9	13.9	3
Jonathan	Ellwood	3.0														5.0	5.0		13.0	13.0	3
Bill	Bennett			9.3															9.3	9.3	1
Mark	Gregg									8.4									8.4	8.4	1
Thomas	Jones							3.0	5.0										8.0	8.0	2
Mike	Wills	3.0						3.0					1.0						7.0	7.0	3
Mike	Henney		6.5																6.5	6.5	1
Brian	Alexander						5.8												5.8	5.8	1
Alan	Black						5.7												5.7	5.7	1
Michael	Leete																4.0		4.0	4.0	1
Michael	Warnes	3.0						1.0											4.0	4.0	2
Graham	Williams		4.0																4.0	4.0	1
Dick	Bolt							3.0											3.0	3.0	1
Sticker	Martin							3.0											3.0	3.0	1
Shaun	Adams					3.0													3.0	3.0	1
Mike	Jones	3.0																	3.0	3.0	1
Sam	Phillips							3.0											3.0	3.0	1

Pouncy and Red Rose Bowl National League CLASS 2022 Final

		Exeter	Clee Hills	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Tarka	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Pouncy League																			
George	Godkin	.	9.4	10.3	9.6	8.5	.	7.6	10.0	7.6	9.6	.	8.4	9.9	8.0	10.3	86.0	109.2	12
Mark	Wills	10.0	.	.	8.6	10.5	6.0	8.6	.	9.6	8.6	.	9.4	7.9	5.0	.	79.2	84.2	10
Stephen	Kingstone	.	.	.	.	.	.	9.8	8.0	.	10.2	.	10.3	10.2	6.9	10.1	65.5	65.5	7
Richard	Maddern				10.0	10.0		7.9					9.0	10.0		10.4	57.3	57.3	6
Rick	Lees	10.0	10.2	10.9			6.0	8.8	.			6.0			4.9		56.8	56.8	7
Mark	Bowden	.	.	.	8.5	8.4		9.3	.	7.4	10.2		9.2				53.0	53.0	6
Philip	Sanders	10.0	9.6	.	.	.	10.0	.	9.2	.		6.0	.	.	.	.	44.8	44.8	5
Ian	Thompson	10.0	10.4				10.0				7.6	6.0					44.0	44.0	5
Chris	Barham			.	9.3	8.0				9.3	9.2			8.0			43.8	43.8	5
Nick	Williams	6.0	7.4	.	.	.	10.0	.	.	8.6	6.6	.	.	.	.	.	38.6	38.6	5
Peter	Browne	.	.	.	.	.	.	5.8	.	8.3	.	.	9.3	.	7.9	.	31.3	31.3	4
Neil	Browne	.	.	.	.	.	.	7.8	.	10.3	.	.	8.3	.	3.9	.	30.3	30.3	4
David	Craddock	10.0	.	.	.	.	10.0	9.6	.	.	.	.	.	.	.	.	29.6	29.6	3
Tom	Oconnell	3.0			8.3	9.2	6.0	.	.	.	.	.	.	.	.	.	26.5	26.5	4
Keith	Sams	.	9.2	6.9	.	.	.	.	7.0	.	.	.	.	.	.	.	23.1	23.1	3
Ryan	Eamer			.	.	10.2	.	.	.	.	.	.	.	.	.	.	10.2	10.2	1
Terry	Robinson	.	6.6	.	.	.	.	.	.	.	.	.	.	.	.	.	6.6	6.6	1
Red Rose Bowl																			
Geoffrey	Westcott	3.0	.	.	.	9.3	.	8.3	.	9.3	.	.		8.3	.	.	38.2	38.2	5
Alan	Keat	.	.	.	9.3	.	.	.	.	.	.	.	.	.	.	9.3	18.6	18.6	2

Pouncy National League OVERALL 2022 Final

		Exeter	Clee Hills	Northern	Chairman's	Exmoor	Land's End	Torbay	Yorkshire Dales	Exmoor Qouds	Taw & Torridge	Edinburgh	Tamar	Tarka	Nai Westcott	Camel Classic	Best 9	Total
George	Godkin	.	13	14	5	2	.	3	9	.	10	.	11	4	.	14	83	85.0
Richard	Maddern	.	.	.	13	13	.	8	.	.	.	.	8	13	5	15	75	75.0
Mark	Wills	10	.	.	3	9	6	6	.	5	9	.	13	.	.	.	61	61.0
Rick	Lees	10	12	13	.	.	6	5	.	.	.	6	.	.	.	.	52	52.0
Philip	Sanders	10	10	.	.	.	10	.	12	.	.	6	.	.	.	.	48	48.0
Ian	Thompson	10	14	.	.	.	10	.	.	.	5	6	.	.	.	.	45	45.0
Stephen	Kingstone	.	.	.	.	.	.	7	.	.	11	.	10	.	.	11	39	39.0
David	Craddock	10	.	.	.	.	10	9	.	.	.	.	.	.	.	.	29	29.0
Chris	Barham	.	.	.	.	8	.	.	.	4	4	.	.	8	.	.	24	24.0
Nick	Williams	6	5	.	.	.	10	.	.	.	2	.	.	.	.	.	23	23.0
Keith	Sams	.	9	7	.	.	.	.	.	.	.	.	.	.	.	.	16	16.0
Ryan	Eamer	.	.	.	.	15	.	.	.	.	.	.	.	.	.	.	15	15.0
Tom	Oconnell	3	.	.	.	6	6	.	.	.	.	.	.	.	.	.	15	15.0
Neil	Browne	.	.	.	.	.	.	2	.	7	.	.	.	.	.	.	9	9.0
Mark	Bowden	.	.	.	.	.	.	.	.	.	7	.	.	.	.	.	7	7.0
Peter	Browne	.	.	.	.	.	.	.	.	3	.	.	4	.	.	.	7	7.0
Lionel	Cox	.	.	.	.	.	.	.	.	.	.	6	.	.	.	.	6	6.0
Terry	Robinson	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	4	4.0

Navigators Table 2022 Final

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairmans	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Mechanics	Kyrle	Allen	Camel Classic	Best 9	Total	Events Scored
Philip	Tucker	.	.	11.0	6.8	7.0	10.7	.	.	.	.	10.9	.	.	10.0	9.0	9.0	10.0	84.4	84.4	9
Nick	Sherrin	.	11.0	.	.	10.0	7.7	.	7.0	10.6	8.0	.	.	2.0	8.0	.	10.0	.	74.3	74.3	9
Dee	Champion	.	.	.	.	.	.	.	10.1	.	.	10.3	.	9.6	.	9.4	10.3	9.6	59.3	59.3	6
Kieran	Bartlett	.	6.0	9.0	7.8	.	9.7	.	11.0	9.6	5.0	.	.	.	.	.	.	.	58.1	58.1	7
Melanie	Oliver	.	.	.	.	6.0	.	.	9.0	.	7.0	.	.	7.0	5.0	5.0	6.0	7.0	52.0	52.0	8
Mike	Greenwood	.	.	.	.	10.2	.	.	10.3	.	10.2	.	.	10.3	.	.	.	10.3	51.3	51.3	5
Ben	Gladwyn	5.0	9.2	.	10.1	.	.	5.0	.	.	.	10.1	5.0	.	.	.	.	.	44.4	44.4	6
Lucy	Pugh	5.0	.	6.9	.	.	.	.	7.6	.	9.3	.	5.0	.	10.3	.	.	.	44.1	44.1	6
Patrick	Warren	5.0	.	6.9	.	.	.	5.0	.	.	.	.	.	.	10.5	.	.	.	27.4	27.4	4
David	Slade	.	.	6.9	.	.	.	8.8	.	.	.	.	.	.	8.5	.	.	.	24.2	24.2	3
Robin	Charles	.	.	6.9	.	8.7	.	.	.	.	7.6	.	.	.	.	.	.	.	23.2	23.2	3
Tom	Aubrey	.	5.9	5.0	.	.	.	.	.	.	.	.	.	.	.	8.0	.	.	18.9	18.9	3
Carlie	Hart	.	.	.	.	.	10.5	.	.	.	.	.	.	.	.	.	8.0	.	18.5	18.5	2
James	Trainer	.	.	2.0	.	.	8.5	.	.	.	.	.	.	.	.	.	8.0	.	18.5	18.5	3
Emma	Harvey	.	.	.	.	.	.	.	.	.	8.3	.	.	.	.	.	6.6	.	14.9	14.9	2
Shani	Adams	1.0	.	.	.	4.0	.	1.0	8.5	.	.	.	.	.	.	.	.	.	14.5	14.5	4
Mark	Ensoll	.	.	3.0	.	.	.	.	.	.	.	.	.	.	10.3	.	.	.	13.3	13.3	2
Philip	Stader	.	.	6.5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.5	6.5	1
Donny	Allen	.	.	.	.	.	.	.	.	.	.	.	.	4.0	.	.	.	.	4.0	4.0	1
Rachel	Walker	.	.	4.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4.0	4.0	1
Scott	Adams	.	.	.	.	3.0	.	.	.	.	.	.	.	.	.	.	.	.	3.0	3.0	1

ACTC Sponsorship Scheme

We have been running a promotion scheme in 2022 to encourage younger members into the sport by supporting their entry costs. 10 places were available for those under 26 years of age on 1st January. The ACTC would subsidise £50 for each entry up to 3 entries into an ACTC championship event in the year. Not an MCC event. The only condition was that they have to appear on the final results. No matter whether any awards were won, including a retirement.

10 signed up for 2022. Not all claims have been made but it has been well received.

We will be running the scheme again in 2023 so if you would like to have the chance to recoup up to £150, please sign up by scanning the QR code below. Previous applications have been cleared and all registrations for 2023 will be first come on a first served basis.



Paul Brooks (Treasurer).

FORTHCOMING EVENTS

2023	Event		ACTC Cars Champ 2023	ACTC Invite	Car/Bike Class 0?	Pouncy League 2023	Red Rose 2023
Fri 6 Jan	Exeter	MCC	Bonus Round	No	Yes- Both	Bonus Round	Bonus Round
Sat 7 Jan	Exeter	MCC		No	Yes- Both		
Sun 22 Jan	Clee Hills	MAC	Round 1	Yes	Yes-Cars	Round 1	Round 1
Sun 5 Feb	Cotswold Clouds	Stroud	Round 2	Yes	No		
Sun 12 Feb	Exmoor	North Devon	Round 3	Yes	No	Round 2	Round 2
Sat 18 Feb	Exmoor Fringe	VSCC					
Sat 18 Feb	Northern	Fellside	Round 4	Yes	Yes-Both	Round 3	Round 3
Sun 19 Feb	Camel Heights	Camel Vale					
Sun 26 Feb	Chairmans	Holsworthy	Round 5	Yes	No	Round 4	Round 4
Sat 4 March	Falcon Anniversary Trial	Falcon					
Sat 4 March	Derbyshire	VSCC					
Sun 5 March	Single Venue Classic	Stroud		Yes	No		
Sat 11 March	Awards Evening						
Sun 12 March	Torbay	Torbay	Round 6	Yes	No	Round 5	Round 5
Sat 18 March	Herefordshire	VSCC					
Sun 19 March	Herefordshire	VSCC					
Sun 26 March	Launceston	L&NCMC		No	No		
Sun 2 April	Scottish	VSCC					
Fri 7 April	Lands End	MCC	Bonus Round	No	Yes- Both	Bonus Round	Bonus Round
Sat 8 April	Lands End	MCC		No	Yes- Both		
Sun 9 April	Easter Sunday						
Sun 23 April	Presidents	Camel Vale		Yes	No		
Sun 7 May	Yorkshire Dales	A&PMCC	Round 7	Yes	Yes Both	Round 6	Round 6
Sun 21 May	Bovey Down	Windwhistle		Yes	No		
Sun 18 June	Testing Trial	MCC					
Sun 27 Aug	ACTC AGM						
Sun 3 Sept	Exmoor Clouds	Minehead	Round 8	Yes	No	Round 7	Round 7
Sun 10 Sept	Mechanics	Stroud	Round 9	Yes	No		
Sun 17 Sept	Taw & Torridge	Holsworthy	Round 10	Yes	No	Round 8	Round 8
Sat 30 Sept	Edinburgh	MCC	Bonus Round	No	Yes- Both	Bonus Round	Bonus Round
Sat 7 Oct	Welsh	VSCC					
Sun 8 Oct	Welsh	VSCC					
Sun 8 Oct	Kyrle	Ross & District	Round 11	Yes	No		
Sun 22 Oct	Tamar	L&NCMC	Round 12	Yes	No	Round 9	Round 9
Sun 29 Oct	Tarka	North Devon		Yes	No	Round 10	Round10
Sun 5 Nov	Bodmin Cardinham	Camel Vale		Yes	No		
Sat 11 Nov	Lakeland	VSCC					
Sat 18 Nov	Cotswold	VSCC					
Sun 26 Nov	Allen	BMC&LCC	Round 13	Yes	No		
Sun 26 Nov	Neil Westcott	Exmoor		Yes	Yes- Bikes	Round 11	Round 11
Sun 3 Dec	Camel Classic	Camel Vale	Round 14	Yes	No	Round 12	Round 12

