RESTART

The Quarterly Bulletin of the Classic Trials World

The official newsletter
of the
Association of
Classic Trials Clubs

Volume No: 35

Issue 1, March 2024

Cover photographs :

2023 ACTC Champions

Mark Wills Pouncy League (*photo by Ben Lawrence)*

Jack Selwood Wheelspin League *(photo by Mal Jones)*

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

Restart is printed by Hertfordshire Display plc
www.hdprint.co.uk

RESTART Volume 35, Issue 1, March 2024

ACTC Council Officers

President:	Simon Woodall
Vice Presidents:	Alan Foster
	Martin Halliday
	John West
	Robin Moore
	Anne Templeton
Chairman:	Dave Haizelden
Vice Chairman:	Pete Hart
Treasurer:	Paul Brooks
Secretary:	Keith Sanders
Championship Secretary:	John Bell
Motorcycle Co-ordinator:	Chris Barham
Championship Monitor:	Bill Bennett
Class 7 Co-Ordinator:	Pete Hart
Rights of Way Officer:	Andrew Brown
Website Administrator	James Shallcross
Publicity Officer	Norton Selwood

Advertising Rates

Inside

Half Page	1 Issue £12.50
	2 Issues £20.00
	3 Issues £32.50
	4 Issues £35.00
Full Page	Double the above

Inside Cover

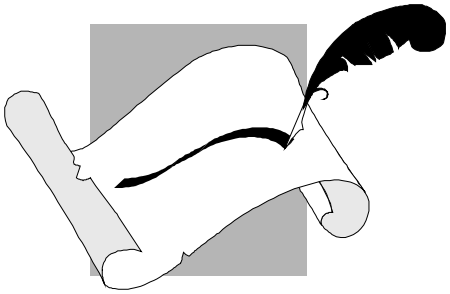
Half Page	4 Issues £55
Full Page	4 Issues £100

All rates payable in advance
All income supports the publication of Restart.

The opinions expressed by contributors and advertisers are not necessarily shared by the editor or the ACTC.

CONTENTS

Chairman's Chat	3
Sect's Spin	4
Bike Bits and Stuff	5
Neil Westcott	6
Camel Classic	9
Exeter	13
Bodmin Heights	28
Clee Hills	36
Championship Tables	44
Forthcoming Events	48



FINAL COPY DATE FOR NEXT ISSUE :

24th May

actc.org.uk

EDITORIAL

Mrs Pat Toulmin
4, Briery Lands
Snitterfield
Stratford on Avon,
CV37 0PP

01789 731332

pattoulmin@btinternet.com

I hope you have all survived the very heavy rain we having been having, for what seems forever…. We get a lot of water running off the farmer's fields, but Jonathan has worked well on diverting it from our buildings.

As I write this the sun is shining and we had our first frost in ages this morning. I almost had forgotten what one looked and felt like!

Many thanks again to all the contributors. I already have some great articles for the June issue—on the Cotswold Clouds and the Exmoor..

I <u>really</u> enjoy the work of our regular contributors and look forward to adding their articles to the next issue. But it would be good to have some new voices as well.

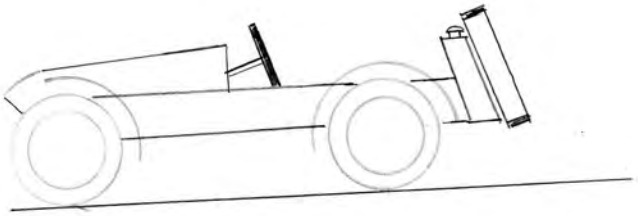
Please don't think you have to wait for me to ask you to contribute… Feel free to send me your thoughts, experiences etc and I will be happy to publish them. The text in an email or an MS Word document are easiest for me, but please feel free to contact me if you would like to send something in a different format.

Enjoy the rest of the season.

Best wishes,

Pat

THIS SPACE SPONSORED BY
RUTH & ROGER ASHBY



CHAIRMAN's CHAT

First off, many congratulations to Pat for the 100 editorial of Restart magazine, amazing accomplishment.

Norton has been busy getting everyone signed up for the 2024 championship with many stickers appearing on cars and bikes.

On the subject of bikes, Chris Barham is stepping back in his role as Motorcycle Championship Coordinator after a number of years and has successfully bought many bikers to the hills. Andy Beveridge who knows his way around the trial's sections will fill his boots, and campaigns a Matchless G3 in Class A.

As most would have seen the calendar has swapped about many a time for the year with trying to accommodate new events into the ACTC championship.

The Bodmin Heights ran earlier in the year and Simon Groves ran an excellent trial and will be seeking an entry for the 2025 championship.

Dave Middleditch is putting on the March Hare Trial in early March with an already full entry and also looking to come into the championship for 2025.

On a sadder note, we have lost the Kyrle this year and the Tamar has moved onto their date, which is the13th October, the team behind the Kyrle are hopeful to return in 2025.

On the 16th March will see the annual awards night at Padbrook Park made more special as we will be celebrating 40 years of the ACTC championship, can't promise dancing girls but I hear there will be a quiz and wine on the table!!!

Entries for the Torbay are coming in nicely, and just leaves Keith and I to get out there on the sections and start banging in the stakes, no restarts or pressure limits!!!!

Tuesday 23rd April will be the ACTC meeting to discuss what is going on in the trial's world and the election of the officers, very well-paid role, if you would like to add any agenda items then contact your club representative before March 18th to be added on.

Dave H …

(Photo by Dawn Bewes)

Sect's Spin

With the 2024 Season well underway it's good to see healthy entries for the events so far.

Preparations for the Torbay Trial (17th March) are well underway. Entries are strong but slower than normal, mainly due to people "saving" their vehicles for the Lands End Centenary which is two weeks later. I remember the days when I regularly completed three consecutive weekends, carrying out all of the repairs myself at home, while working full time, often away from home, though I'd struggle to find the time for that now I'm retired!

Sales of tickets for the 40th Anniversary Celebration and Awards Evening have been strong with 60+ tickets sold. For those attending we hope to make it a memorable nostalgic evening for you!

The next ACTC meeting is 23rd April. This will include the annual Election of Officers, so if any of you are interested in getting involved please contact me (after the Torbay Trial) and I can explain more.

Also if you have any particular issues or ideas about our Sport, and what benefits these will bring, now is your opportunity to raise them with your Club. If after local discussion your Club supports this then your Club Rep can ask for an Agenda item to be added so that it can be discussed and considered.

That's about it for now folks, keep those wheels spinning!

Regards,

Keith Sanders

ACTC Secretary

(*Photo by* Peter Browne)

Bike Bits & Stuff

Well, it's definitely been an interesting start to 2024 in our household, the building work on the extension has now been finished and that meant my garage was no longer being used as a storage area for kitchen units etc.

The old C15T finally got some TLC after the Holsworthy Clubs NYE trial where a fast-growing tree on a slippery downhill section stopped play for me. The bent bits have been straightened or replaced and some new rubber fitted on the back. It's Chairman's Trial ready now and with this recent weather it's going to be a muddy one! Has it stopped raining since October?

The NDMC recently hosted its Exmoor Trial which as ever proved to be a difficult one to get right for those competing. The weather gods changed their minds, so many times on set up, easy became hard and hard ones were quite easy! Had to drop two sections due to lack of marshals and a bike only section with the stream it negotiated now a raging river!

The post event feedback has all been positive which is always great. There's gonna be some thinking to do before 2025's event with one woodland area getting rather "rooty" and claiming points of nearly everyone. Also, the infamous High Bray is going to need a fresh layer of blocks in the right-hand gulley. Dave can't keep taping his rear bumper back on! Problem is there's quite a large group of 4x4 drivers around here and they use the hill regularly, unfortunately they do rip it up quite badly.

Bike numbers on trials seems to be low still, 20 to 30 odd on what few events that have been held so far. Put those numbers against an event being held in South Devon soon with an expected full entry of 130 bikes! The trend is that riders prefer bike only LDTs using more manmade sections and different marking, ACU 5-1. I hope there always going to be the regular riders and the numbers increase again. Time will tell may be some fresh ideas needed too! Watch this space!

So, I will see you soon, or will have seen you on The Chairman's and Torbay. The ACTC Awards night and I'll be marshalling on Beggars Roost if you've entered on The Lands' End.

Keep those boots clean and on the pegs. Ride safe and look forward to the summer days.

Best regards,

Chris Barham

Motorcycle Co-Ordinator

(*Photo by* Duncan Stephens)

Neil Westcott Memorial Classic Road Trial 2023 by Neil Browne

Late November, and I've made a start putting up Christmas lights in the garden, so it must be time for the Neil Westcott Memorial Trial. Brother Peter and I had entered again on our 650 Triumph Metisses. At 6 o'clock Peter came to collect me and the bike, as usual in his Reliant Scimitar, which he has owned for more than 40 years. I like travelling in the Scimitar, the V6 growl, classic cockpit, and it's surprisingly sure-footed for a 50 -year-old car.

At the Wheddon Cross start, a drizzly Exmoor day had just dawned as we joined the queue to start the trial. The start marshal, Georgina Mason, had everything under control, no messing (!), bikes leaving at the required one-minute intervals. The first section, Harepath, was only a short distance down the Exe Valley Road. It was a fairly straightforward lane, a few rocks, not too steep - a nice quiet start to the day. I remember riding this section on my BSA A10 sidecar outfit (with father, Arthur) during the night run on an MCC Land's End Trial in the 1970s.

Rode back to the valley road, then up a farm track to section 2, Quarme. This was quite muddy, steeply down through the woods, had to foot on a turn at the 7 -marker. A few yards on through the wood was section 3, Luckyard. The section started slightly downhill along a stream, then turned left and climbed up through the wood. Seemed to be very little grip, afraid I spun to a stop at the 4 board.

Back to the valley road for a couple of miles, and up the farm track through Broford Farm to section 4, Leigh Farm. We did pretty much the same section last year, down through a small stream, then a muddy/grassy climb up the field. Today, the grass was quite slippery, and I climbed quietly on a whisker of throttle, before running out of grip at the 1 marker. Down a slippery field, and along a track, we arrived at section 5, Arns Hill. This is a nice rocky lane, between stone walls and hedges. Had to concentrate on keeping control over the rocks but managed a clean!

The route now took us down Edbrooke Hill, not observed. Edbrooke was used in the 1957 Land's End Trial – I found father's route card for that Land's End, which was a shortened daytime only event because of petrol rationing, (Suez crisis I think, though I'm not old enough to remember that!)

Anyway, on with 2023, and we rode through Winsford to sections 6 & 7 at Steford Rocks. No. 6 was very greasy away from the start, followed by a choice of grooves up a grass bank. Peter went first and tried going quietly, feeling for grip – but there was none, and he spun to a stop. I tried the alternative approach, a big handful of throttle off the start. To my surprise, the bike cleared the greasy start, but threw me off as we reached the grooves at the 9 board. First time of coming off today, but not the last!

Steford Rocks 2, Section 7 was the usual gentle climb on mud and grass, with an enormous root halfway up. I'd cleaned this last year, but today the root was too high and slippery, and I stopped astride it, at the 6-marker. Never mind, better luck next year!

Back to the road near Exford, we turned up Stone Lane, which had been an observed section in earlier Neil Westcott Trials. I remember the lane being quite tricky one year when conditions were icy, but today it was a nice bit of green-laning. At the end of the lane, we carried on across the moor, opening and closing gates we

went. On top of Exmoor, after Porlock Post, the drizzle cleared, and we had a decent view of an almost sunny Bristol Channel as we rode along an open moorland track and dropped down to Bromham Farm. As we were hoping, coffee/tea and cake were being served in one of the barns - I recommend the fruit cake. Thank you, Delwyn and April Hooper, much appreciated.

Outside the barn, a couple of (I think) Border Collies were watching proceedings from the back of a Gator-type farm buggy, energetically barking at anyone who went too close. Peter went over to say hello to them, and luckily, they were both tied on a short leash or Peter would have been rounded up ☺

We continued along the farm track to section 8, Bromham. The section started downhill on quite slippery grass, then turned up a rocky gulley with a stone wall close on the right-hand side. I've never yet cleaned this section, but today all went perfectly. I got down over the grass and into the gulley without footing, let the 650 Triumph engine off the leash, kept control over the rocks and scorched out the top. Very pleased that worked out!

On to the main road, down Porlock Hill, and as we went through Porlock village, the Triumph cut out completely on one cylinder. I coaxed the bike out of the village, pulling HT leads off alternately to work out which cylinder was at fault, and stopped in a gateway. Fitted a new spark plug, and all was well again. The offending spark plug had a whisker across the electrodes. A nasty reminder of Villiers 2-stroke problems from decades ago!

Along the main road past Selworthy, we reached Bratton Woods, sections 9, 10 and 11. Section 9 climbed up through the wood, across a forestry track, and continued up over some exposed roots. As I tried to accelerate over the roots, the front wheel lifted a bit too much, and I lost control, falling right off! Thanks to the marshal and Peter for lifting the bike off me.

Section 10 was straightforward forestry track, cleaned that. Section 11 climbed quite steeply up a rutted forestry track, finishing with a loop off the track, around a tree over roots. Afraid I stopped on the roots, right in front of the observer, Chris Barham. Sorry Chris, I'll try harder next time!

Back to the road, we went through Wootton Courtenay, and up the track to section 12, Dave Delight. The marshals had remembered my misfortune here last year, when the handlebar snapped off the Metisse – I thought that was bit tactless of them☺. The section went gently downhill, then turned left, climbing up round the tree I ran into last year. Anyway, I couldn't find enough grip to get near that tree today, spun to a stop at the 8-marker.

Back to the road, and a quick diversion to Minehead Tesco for some petrol, and then, via some nice green lanes, to section 13, Styles Ice Cream. The section was fairly level, a few turns on quite slippery mud (though not as deep as I'd feared) and a short climb to the finish. I had to foot at the 5 board and continued footing out the end of the section.

We pressed on, up in Felon's Oak, where I'd failed the restart in the Land's End Trial this year – good to have a look at it in daylight. Next was the Slowley Test, a grassy loop around some trees, against the stopwatch. Enjoyed watching some energetic motocross techniques as we waited for our turn. The grass was pretty slippery, especially trying to stop astride the finish line.

Out of Slowley farm, down the lane through the wood, we turned in to section 15, Maddocks. Been here a few times and come unstuck on roots and rocks hidden in the boggy grass. However, today the section was straightforward, a gentle climb, sufficient grip and no serious obstacles. I had a silly foot at the 5 marker – should have done better!

On through Luxborough, admired the unusual bell tower on the old church, and arrived at section 16, Allercott. The section looked easy, gently downhill around some turns, but the Allercott mud is really clingy, tyre treads were just filled in completely. It was like skating on bumpy ice. Anyway, I crept along quietly and got through clean.

One remaining section, Hannycombe was a climb up through the wood. It was really slippery away from the start, and I watched the bikes in front of us struggling with no grip. Felt like I had nothing to lose, so immediately after the start I gave the bike a big handful of throttle, and was surprised to stay on, and also to get to the 6 board before spinning to a stop. Quite pleased with that! Now all we need to do is get to the finish in one piece - as father used to say to me after the last section of a trial on our 840 Wasp, especially when he'd had a day of near misses, (or worse), in the sidecar!!

Thanks to Geoff and his team for another great trial. Lots of good lanes, nice scenery, good mix of sections – even the difficult sections weren't too disheartening. Look forward to riding again in 2024.

The Neil Westcott Memorial Trial 2023 by Mark Wills, Beta Alp Number 70

The Westcott Trial was one of the best classic trials I have done and obviously a lot of riders think it's a good trial as it had a massive entry of 136 competitors! I drove down from my digs in Minehead on the Sunday morning in the dark and damp weather and it felt a bit fresh. I had a cuppa with Bonham in the cattle market café having a good chat and waiting until it got light.

The weather was really mixed during the day – which was great – drizzle and heavy mist on the moor turning bright and warm going down into Porlock then turning damp and misty again from about 1pm for the last hour or so of our ride. The tea and cakes for "elevenses" was welcome again – really friendly part of the trial and a chance to chat with other riders.

Got scrutineered and signed on and met up with riding mates Simon (Fillan) and Andy (Beveridge). We got off about 8.45am onto the first section, Harepath, which was a gentle lane to start us off. Then onto "Quarme" which was an interesting very muddy downhill section with tight twisty turns around a tree and over a bank to finish – I suspect it took a few marks off some of the riders. "Luckyard" was a ride along a stream and then sharp left up a steep climb which again will have taken some marks.

Onto "Leigh Farm "– muddy climb, not too steep, just keep the momentum going getting grip. Then across the road to Arnes Hill – a lovely classic hill type section – a lane strewn with rocks between steep banks/hedges.

Steford Rocks is where it started going a little astray for me. I recognised the first section from last year – two deep muddy ruts, some rocks and a little grass left, after many earlier riders, up the middle. I was going well but just stopped in the

mud halfway up. Then onto the second of the two sections here. Varying sizes of tree roots to rider straight at and over followed by thick mud to the section end – I was happy to go clean here.

Bromham Farm was a tricky section after the tea stop. It's a drop down to a tight left turn on a camber with the difficult part being to keep momentum over loose slate rocks on the climb out – a good one day type section.

A nice ride over the moor, down through Porlock which was busy with visitors, and then out onto Bratton Woods. Three sections in the woods. The first was a one-day type section over some tree roots, the second a more classic long hill climb and then the third being a mixture of the first two. A tight right then left out of the top of the section. Our riding group all went well here.

I recalled Dave Delight as we pulled into the lane leading up to the section. Again, slippery in the woods and difficult to get momentum up hill to the step up (tree root?) and really sharp left turn – I managed to get up the step, but the turn was too tight for me, but I was happy to have a couple of dabs to finish the section – shame it wasn't scored as a one-day section! The results show that only 2 riders cleaned the section – two very good riders out of 136!

Styles Ice Cream is a very muddy twisty section but wide so can choose your line – unfortunately I lost balance and had a dab in the mud whilst lining up for the climb out to the finish of the section, really annoyed with myself on that one – hay-ho.

The special test was a short blast around a square layout around the trees – always enjoy the special tests.

Another short ride to the next section "Maddocks". This year up a shallow grassy gully at the left side of the field.
Last section of the day "Hanneycombe" was another one-day type section around tree and then up over a big tree root on slippery mud in the woods – nice to finish on a clean!

Short ride back to the cattle market and another visit to the café before heading back up country – getting home for Sunday dinner just after 6pm. Another great day out on an ACTC trial – thanks to all as usual.

Camel Classic Trial by Keith Sanders

There's one thing you can rely on about the Camel and that is it'll be a tough event, and this year did not disappoint! Entries full before the closing date which confirms this is a very popular event. Having worked very hard to seek agreement and keep Forestry England on-side it is no surprise that to keep them happy by running the sections the same as last year.

Being the final event of the Championship Calendar, this event carries quite a few responsibilities on the shoulders of the organisers. Especially this year where the Wheelspin and Crackington Championships would be decided today. Following some hard frosts in the previous few days, and significant rain overnight and early morning, the Sections were going to be very challenging.

First up was Hustyn, one of my favourite sections and one at which I have a reasonable success rate. Not this year unfortunately, after watching Dave Haizelden reverse back from scoring a 2 it was our turn, and we did exactly the same. No so however for Ian Facey who blasted away from the start line and did not return! Nick Symons in the lovely Zetec powered Imp unfortunately retired here due to a lack of power, one thing that's for sure is that you need all of your Horses for the Camel.

A drive further into the woods took us to Chestnut Rise. Even with the easier straight start line this is still a tough Section with a snaking track through the trees. Dave and I had to be satisfied with 5 points while Ian stretched his Class 5 lead further with a 3, setting a trend that would continue through the day. Another Facey trend started here was breaking the first driveshaft on Matt Facey's car.

Hustyn Path was pretty straight forward with a fairly do-able Restart near the end, no dramas here for Class 5 but it did catch Paul Rogers for a couple of points. Jab and Left Hook has a tricky restart, and the key was to stop at the highest point where it was just possible to place your back wheels on top of the bank if you were inch perfect.

A short drive along the track brought us to Pump House Climb. It's very easy here to hit the power too soon and bounce the front wheels out of the track. Think I did the best I could this time and was happy to score a 3. James Shallcross was unfortunate to break a driveshaft here and retirement followed. Pheasant Pluckers Son saw some retirements this year, Phil Parker breaking a half shaft after scoring a very credible 2 in the Escort, and Andrew Rippon after a great climb going clean.

Penkestle 1 was in a right mess this year, very muddy, slippy and gullied. This year the start line was positioned so that you could at least see how bad it looked. Both Dave and I ended up slipping into one of the deep gullies and ended up sideways scoring 8. Ian with the bigger wheels fared better scoring 6. Penkestle 2 had the start line placed where you might see a Restart. This meant much less momentum could be taken into the hill and was my first ever failure on this hill. Matt Facey stormed up the hill and was going great until there was a bang and Driveshaft No.2 bit the dust. Dave punctured and also failed. On the exit lane we had Matt changing his driveshaft and Dave changing a wheel, Matt was quickest!

Next was the infamous Clinnick, one of my favourite Sections on the calendar despite only cleaned a couple of times. Just couldn't get the car to grip enough today, should have dropped another couple of pounds but those rocks are not very forgiving and decent tyres are getting hard to find! Hats off to the clean from Craig Allen, Joe Browning, Phil Thomas, and from Restarts - Aaron Haizelden, Jack Selwood and Dan Keat.

After a short drive we entered Laneskin Woods where our first Section was Loop and No Wheelie with a Restart on a step. Got myself positioned perfectly with back wheels plonked on top of the restart step but we barely moved from here, same for Dave (after taking the scenic route through the woods to arrive late!). Ian continued his great performance, finding more grip than us and powered to a 2. No real dramas for people on Laneskin or Ant Hill with most scoring 1 or 0 so this then takes us to the final two Sections at Heligon, both of which were very slippery with most of the field scoring 6 or 7 on each.

A 10-minute drive took us back to the Start/Finish venue where Ian Cundy was busy typing-up the details from the Score Sheets. Congratulations to Dan Keat for dropping just 11 points all day and collecting the Jon Kessell Trophey. Congratulations also to Matt Facey, Craig Allen, Ian Facey, Nick Deacon, Mike Ellis, Joe Browning and David Foreshew for their Class awards.

A massive than you to Ian, Pete Allen and supporting members of Camel Vale Motor Club for putting on another great Trial.

Camel Vale Classic Trial 2023
by Mark Wills, Beta Alp

This was my first time at the Camel Vale Trial, and I hadn't studied the route card much beforehand but did notice a couple of Land's End hills which haven't been used on the Land's End for a while as I think the forestry authority haven't allowed it. I looked at the weather forecast for Bodmin earlier in the week and it looked relatively mild with a chance of rain early morning and mid-afternoon which was a lot better than here up in the Midlands. I drove down Saturday afternoon leaving Leicester with a minus 2 degrees C and arriving in Cornwall late evening with a temperature plus 4 degrees C – so I was hopeful for a mild day Sunday. My accommodation was a stone cottage which was a bit "nippy" and I was woken in the early hours by heavy rain – I hoped that would stop before it got light. In the morning I drove down from Crackington to Bodmin in rain and driving carefully due to the amount of water on the A39 and A389. Met Andy and Simon at the Borough Arms start at just after 7am. We unloaded our bikes then had a welcome breakfast bap and cuppa.

Andy's C15 was reluctant to start, bumping starting it around the car park warmed us up but it wouldn't go until it was towed. Once started it was OK all day. We started a little later than our time but no problem.

First section Hustyn – steep forest track, muddy with a re-start – first re-start to catch Simon out so it concentrated the mind for the day – need to take the restarts seriously.

Chestnut Rise was straight up OK, then Mineshaft – another restart again OK.
Jab and left Hook was another steep forest track hill climb again with a re-start. There seemed to be a lot of restarts on this trial – we were getting a lot of practice on how to do good restarts – getting up to standing on the pegs as soon as possible is the key I think. Watching others there was a variety of fails, part successes (ie getting going off the restart but not enough momentum to get up the section) and successes to the top.

We were watching the outfits tackle each hill as we were just behind them. They roared up many of the hills and I'm sure many of the solos would have if it wasn't for the restarts. Generally, we kept out of the righthand side rut the outfits were creating.

Next section was Pump House Climb. The route card said "No vehicle to pass Section Ends Board (Very steep gradient!) – and it was! The outfits had varying success then Andy was the first solo up. Andy got it just right going slowly to the restart then off and up to the top in pretty much a straight line – that was good I thought. But he had churned the restart up a bit – it looked very slippery when I got there but I got off the line and struggled to get grip stopping just short of the "1" marker having weaved about a bit.

Then Pheasant Plucker's Son was just along the track. It was more of a classic trial hill/lane section which was nice to ride.

Onto the first special test – from Line A go off the track around some cones off the track, back on track stop astride C – enjoy watching the outfits do the tests. We had to keep feet up so not so fast.
After leaving the woods we had a 16-mile ride to the next section – nice to ride the Cornish wet lanes. We decided we had enough fuel on board so didn't deviate to the fuel stop so we found ourselves right at the front of the trail again and waiting for the next section to open.

Into Penkestle Woods – followed the arrows on the tracks and then up a steep forest track to the start of Penkestle 1. Having watched a youtube video of this section the day before I think we started halfway up this year. This looked a very slippery climb with a slippery, muddy restart. The outfits again had varying degrees of success – another roar uphill. But we solos struggled to get off the restart and/or gain momentum to get going much further beyond the restart. Then to Penkestle 2 which again was steep but much drier and a more straight forward restart and hill.

Cilinnick next – a great section, loose slate/rocks on the second half which was very steep – the section starter had us sign to say our brakes were in good working order! The restart was on a really steep part – the steepest restart I've ever done – I was delighted to get away and clean the section. I've seen some video clips of Class 8 cars on it – very impressive.

A short ride on the black stuff to Laneskin Woods and a rest whilst the marshals set up. Where there's a hedge was a more gentle climb in the woods, restart but quite dry.

Then onto Laneskin which I have done before on the Land's End Trial. There was a restart and a deviation for solos. The restart was just before the deviation sharp right up a steep bank then across a forest track and up steep again – a really good section that went well.

Onto the last group of sections in the woods. Helligan test was another short test around cones before we had a go at Helligan 1. This was a very steep section up in the woods. Solos had to deviate around a tree before going a short way up to a muddy restart – very muddy and we didn't get off the re-start, in fact I fell off – cheers all round. Last section was Helligan Zero. Again, a more classic type hill to start and then a deviation up a bank into the woods – kept out of the outfits created rut and was a nice ride up the hill.

It started to rain whilst at the last group of sections, so I suspect they got very slippery. Arrived back at the finish about 2.15pm – it had been a really good trial. A bit different to other trials this year in that all the sections were in woods/ forest with rides along the lanes between the woods – I really enjoyed a change of format.

Many thanks to all organisers and marshals.

Exter Trial by Simon Oates

A few further modifications to the car which consisted of moving the battery to the back along with an isolation switch, 38kg of weight at the back as an experiment, new rear wheels and tyres, replacement of the LED reversing light that fell out and smashed on Friday morning and a repair to the bent exhaust from the previous trial. I left Cornwall around 10pm and picked up Steve Moir (yet another wing man) from Exbourne on route to the start at the Haynes International Motor Museum, Sparkford. A bit girls' blousy with the roof up, but it was cold and sleety, the roof's just enough to keep the worst off the occupants. Scrutineering eventually completed (I forgot to apply the numbers to the car) and into the warm museum for an hour of chat and warm drinks.

We signed out at 3.01am to start "the grand day out" and off through Sparkford and on through Yeovil and Crewkerne to a handbrake test at **Windwhistle**. No problem expected, so I pulled the mechanical handbrake on and for good measure also pulled the hydraulic one. The marshal shouted "all good, carry on" so off we didn't immediately go. Brakes off and clutch stinking, we struggled to move forward. 40 yards in front was the first **Observed Test No 1** and we didn't have time to fix.

The car had been MOT'd just before the Allen Trial at the beginning of December with the brakes performing impeccably. The rear brakes eased a little when reversing but bound up again when going forward, no bother, just get on with the test. Impossible to do a fast time but managed 17.6 sec and relieved to still be in the trial. A quick inspection further down the road exposed an untouchable passenger rear wheel (hot, hot, hot) but the car was pulling true when braking and, in my opinion, safe to use. We continued to **Underdown (1)** and fought our way to the top.

On to **Gatcombe Lane (2)** for our first restart where I had decided to use as little brake as possible and hold the car on the clutch. We were met with the restart marshal standing across the track with a flag and then slowly shouting **Three, Two, One, Go** and dropped the flag. The clutch by this time was nearly as warm as the rear brake and off we went. I wasn't sure if this was going to be the new way of doing restarts throughout the trial?

Next was **Normans Hump (3)** with another restart driven the same by me but a more normal shorter wait at the restart and we managed to keep enough speed to the top. Through the complex to **Clinton (4)** where only Class 8 had a restart. I kept my foot on the throttle and crashed and bounced to the top.

Back to the main road and left along a lane to **Waterloo (5)** where the section proved to be rough and stoney resulting in a severely dented rear wheel on the passenger side. Out with the lump hammer to straighten the rim. How the tyre didn't come off I'll never know and after sorting it, the tyre held firm for the rest of the trial and kept pressure! That was one of the new powder coated steel wheels, so hadn't done many miles. The tyres were at 12 psi and the wheel was v hot with the brake problem, just unlucky to hit an obstruction wrong. Onward to **Stretes (6)** for a straightforward climb through the woods to re-join the road at the top. In the time that we had done the section, a car had managed to slip off the road into a ditch. I remembered the same happening in the past when it was snowing and gave them a handout. There were plenty of helping hands, so with a less than perfect car we carried on to the second **Observed Test 2** at **Core Hill**. Trying to keep off the brakes again, we approached the start line and completed the test in a respectable 20.65 secs, I couldn't have expected better under the circumstances.

Through the woods, on to the main road for 8 miles to the new breakfast stop at **Greendale Farm Shop**. We went for an average breakfast and enjoyed it for ½ hour while the rear wheel was cooling enough to touch. A BIG Thank You to all that helped remove the seized rear drum brake (20 mins) to expose a solidly seized brake cylinder. A further 30 minutes of fettling, I managed to free the offending cylinder and lubricated with some borrowed 3 in 1 and put it back together. I can honestly say that the night sections turned out to be one of the most trying both physically and mentally I have recently done.

Once the brakes were back to 100%, all was a lot more positive. Running a little late due to the repairs, we picked up fuel on the Exmouth Road, then backtracked to the main route and the holding control before **Tillerton Steep (7)**. Nice to use this section in use again as the river and ford have been flooded for a few years. Restarts for classes 7 & 8 where we stopped high and eased off the line.

R Brain, Class E Beta

S Grinter, Class B1 Honda

Neil Westcott Trial

Photos by Judy Champion

Photos on Bromham

A Milliar &
M Curdow

Class D
Husquavana

From the top we drove the lanes for six miles to the holding control for **Fingle Hill 1 (8)** & **Fingle Hill 2 (9)**. A bit of a hold up here as some cars were cleared from the sections. Normally it's run as a single section, but this year was turned into two and caused few problems.

Once at the top we moved on to a new section for classes 7 & 8 with a restart for class 8. A few problems on the steep slippery start but we managed to pull through. This then brought us to Wooston Steep which we had to drive through but was only used on the route for the remaining classes.

A rabbit's warren of roads eventually led us to **Tipley Hill (10)** which was starting to get rougher again. A real shake up the hill with no chance of keeping any dentures in if you had any! This then led across the top of the hill to **Donkey Trot (12)** where a lot of cars in front never made it to the summit. Having seen how the hill was playing out, I decided to give total commitment to the hill and think we were in the air more than we were on the ground to clear the section.

Now on to **Ilsington Parish Hall** for a well-earned cup of tea and piece of cake. After brushing ourselves off after the last section, relieved and refreshed we made our way down to **Simms (13)** and saw that Dave Haizelden's team of marshals were on the hill after an earlier stint on Waterloo, brilliant dedication by all.

As usual, more vehicles were coming down than were going up. I decided to attack the left-hand side after the restart, but when I got there, I found myself in the middle! On hitting the first real bump after the restart, I let off the accelerator a bit to keep the grip as I landed and continued to the summit. Another year driving like that, it may not work. As far as we knew, we were still, against all odds, clear and only **Slippery Sam (14)** to do.

From Simms we went through Newton Abbot and on to the section near Rocombe (famous for its ice cream). All looked good and memories of a flat easy restart last year flashed through my mind.

Once on the section, I soon found that the restart wasn't where it normally was, nor around the next bend and then I was upon it and not in the best position. The restart markers were angled into the section on the right which was where I stopped. As I pulled away the rear of the car snapped to the right and brushed one of the markers (or was it two?) – bugger! I only half saw it in the mirror and hoped the marshals hadn't.

It was a clear hit when watched on YouTube where apparently only three cars hit the markers. Despite the markers defining the section, of 55 cars that were filmed I counted 26 hits! I hit it fair and square, and it cost me a 2nd Triple, that's life and trialling for you, so never take anything too seriously. I do however question if the markers were always replaced in the same position and angle after each and every hit by a car or bike?

I stayed for the evening presentations and received my first Triple for 2023 which I have given to my previous long-term bouncer, John Werren. I had achieved 5 consecutive Class 7 wins which more importantly to me meant a traditional Triple (Exeter, Lands End & Edinburgh in the same year). Other 2023 Launceston & North Cornwall Motor Club members that won a 2023 Triple were – Jack Selwood, class 8, DP Ford Special and Simon Fillan, class B, Beta X Trainer, our clubs own Triple of members!! Instructions, mileages, and organisation of the event were excellent, marshals exceptional and a fantastic night and days sport (apart from the last bit) was had by all.

The (brilliant) Exeter Trial by Kathy Martin

Sheer bloody determination to have some fun .....

As the prep starts for one of the best events in my calendar, first task, check the Tax & MOT. Well, that went well (sarcasm). I tried to book my bike in at Irelands Motorcycles, but they are in the process of moving premises, so didn't have a MOT station. I messaged a friend in Crediton, and Treen Motors came to the rescue. So, on 31st December Humphrey was furnished with a golden ticket, a fresh piece of paper to tell the Government what I already know, he's ace.

Right, next my van. Oh ffs. No MOT either. So, on 3rd January I drove to the MOT station, and it failed. Work was done the following day, and that evening I was at the bus stop 15 minutes before its scheduled time, but it didn't show. This was the day before I needed to leave. After 45 mins of shivering, I'm walking home & my phone sounded. It was a mate of mine, asking if I needed a lift into town to collect my van. How did she know? I'll never know, decided she must be psychic, and I jumped at the offer.

The lad who works for my son, Jack, had prepped Humphrey this time which was a first for my pre MCC prep, and I was apprehensive about it. But I was bloody determined to make the start of this trial and was taking up any offer going. I really wanted and needed to do something for me, I genuinely hated my life in '23, and of course was craving to enjoy myself, or else, what's the point.

As the 11th hour approached, I thought I would be driving to the finish and riding to the start. But how was this. Things were starting to come together. I got lift to the start and the boys took my van to finish. They thoroughly enjoyed going around Haynes Museum, so thank you ever so much MCC for that.

If you've ever spoken to Phil Sanders from Wakefield, you'll be able to hear his voice with this comment. While at Haynes having a coffee, I say to Phil, "Hey Phil, I could get us some intercoms, and then I could babble to you while we ride" ..... Instant reaction was "I could turn it off". Not sure if he was joking, but I haven't priced them up, yet! At Haynes, Phil had suggested that we set our tyre pressures there for the whole trial. What a brilliant idea. With that being my final drama, off we go for our start time.

As we are riding along in pure bliss with clear skies, stars out, air warm I start thinking about sayings I'd heard on a TT podcast. Dean Harrison saying in reference to one of his race bikes, 'you gotta piss with the co@k ya got'... I start chuckling as I think of other phrases I'd heard and wish that we had those intercoms. Absolutely no idea why my mind wanders.

We turn off the main road into Underdown, where several bikes ahead of us were parked up, and the riders chatting with their mates. Phil tootles on past them as we had no need to stop, and of course I follow. To be truthful, I'd forgotten how steep it was down over, and the clay! Not overly concentrating, I whiskey throttle Humphrey. What on earth am I doing, but nothing actually happens, except the revs rise.

Things start to escalate, and I can't see where I'm going. Although Humphrey is a dear, his headlight is like a bicycle dynamo. Remember them? I'd forgotten to connect the other light. I'm trying to figure out how I can clip the leads together while riding to make the light work. I lent on the throttle again, the revs raised and oh my, lucky not to get a free clay taster.

I let the throttle off after the moment of panic and gave myself a stern ... "WTF are you doing?" I shit myself, not literally, but told myself, screw the light and hold the throttle on. Looking ahead I could see previous riders had cut lines in the clay from west to east, and I was heading South..... so, open the throttle it was, and before I realised, I was at the bottom on Phils' back wheel, still on board.

Phil was immediately sent up the section, which seemed a longer distance to the corner than I recall. I settled down with the section marshal who again very soon said "away you go. "Humphrey had steam rising off his engine and exhaust as he was drying the mud and water. It smelt ace. The air was cold, and I had steam coming outta me lid. Between us both, it felt like a normal day in my kitchen, I'm not the best cook,

I couldn't see jack sh... But knowing I had to get on with it, I asked myself “what are you worrying about? I often shut my eyes and hold on, so that moment didn't need to be any different. I turn the throttle and Humphrey pushes us through the wall of steam. Out the top of the section, feeling immensely triumphant, Humps is given the biggest tank pat and the grin is absolutely beaming, dang I'd forgotten how happiness felt.

Arriving at the Mulberry Garage passage control who was there? If this lady isn't navigating, she's throwing herself around in the back of her trial car or she's marshalling at many different types of motorsport events around the UK. Yes, it was Celia Walton. Fuel for our steeds, over for a chat with her and away again. That lady gets everywhere!

Gatcome Lane came and went as I have no memory of it. Along to Normans Hump and rest behind a gaggle of riders. I must say I was scratching my head as I watched these riders away. There was an ideal line from the start of this section. Start to the left and follow around to the right-hand bend. Well, the riders in front all started in the middle of the track, to then turn 90-right, making the turn unnecessarily tight. Was I missing something. Why would you do that? My turn arrives and I see a line of water ahead, exactly where the ideal left hand starting position is. But its only water I'm quizzing, and how deep could it possibly be? I had a talk with myself. Risk a tight line like the others did or do the logical line in front. I've only gotta drop into the puddle regardless of its depth. It could be like the Vicar of Dibley moment and my front wheel vanish, but I did have a plan. Clarkson! I thought of him and his theorem. And if I felt the front-end disappearing, I was gonna hit the loud peddle. I don't actually have one, but I was ready to give Humps a tickle. As it happened, I reckon there was no more than an inch of water in the puddle. So, around the corner my little chap trundled and up we went. While I was going up, I was wondering why the bikes in front decided that a right into a right was a better risk than a tyre wash and before I realised, I was at the restart. And Humps sorted that for us too.

Clinton and Waterloo must have gone to plan, as again, I've no recollection. Greendale Farm Shop however, incredible choice of rest halt. How lucky were we. AND we were there early. I was proper happy and so were other riders, who patronised and snuggled in for a snooze, inside or outside next to the patio heaters. Thanks, MCC, we were thoroughly spoilt with this one.

Time to away and we saddled up once more. A splash of fuel for the duo and onto Tillerton. My word sorry, can't remember it, but would have enjoyed it. Pleasant ride to the Fingle sections,

where we're greeted by several marshals. The start line marshal at Fingle 1 invited me to, in his words, "another 6 inches" .... "Every girl's dream "I responded. He heard me and a few giggles were had. He was however referring to my front wheel up to his start line.

The wonderful, leaf & mud slippery Wooston Steep was next, and I couldn't wait. There was however a really long queue. So, it was time to park up and chat. Once it was our turn, Humphrey did us proud. Meeting up with Phil at the road we headed onto Tipley. Here there was the expected queue, as this one can be quite a stopper. I was feeling nervous as it had been 9 months since I'd ridden the bike, Lands' End '23, and I sensed that this was the one that could be a monkey.

It doesn't really matter what your ability is at something, whether you're really good or just out there having a darn good go. Nerves are nerves and the art is to use nerves to your advantage. Phil takes his turn ahead of me, and must have got a section land speed record, because way sooner than I'd imagined, the lads at the start were encouraging me to go.

I start to the right and then take a darn good look at what's up ahead. Hugging the hedge to the left as tight as a nun's crutch while ducking down to dodge the low morning sun flicking through the hedge, I didn't see a rock sticking out the wall low down, but I felt it. It swept my foot off the peg, lifting it into the side of my bike, hitting my swinging arm. But H didn't falter. He'd got his head down and arse up and wasn't going to let that stop his mission. He maintained course and stayed tight to the bank as I'd requested. With delight and elation when we got to the top, I recall one of Humphreys very own phrases. "Sit down, hold on and leave it to me". I do love you Humps.

We'd had a clean run at the trial, which was welcome, only queuing at a couple of sections which was also nice to do. Sound like I'm sat on the fence, but it was a good mix.

Donkey Trott came and went so again, possibly not so bad. And then we're approaching Islington, ever known for its' incredible cake. And I genuinely think they blew the cake out of the water this year. Phenomenal. We were there so early as riders ahead were pulled over helping each other with punctures, another group with bike problems, and before we knew it, we arrived at the Village Hall as very early competitors, and we were ahead of our arrival time too. The car park soon filled and soon emptied, as even later numbers left before us, after taking their 30-minute rest halt.

But I made Phil wait until our scheduled departure time. He wasn't overly impressed but did say we would only be waiting at the section if we did go early. And he was right, we were probably behind 10 bikes when we got down to Simms start line. So, we settled down and chatted with the droves of spectators that were torn between chatting to us yet eager to get up the hill to secure their vantage point. Simms came and went and had been prepped so well.

With just Slippery Sam to make friends with, we casually rode over to it. The air was so warm, and not once had I been cold on the trial. There was a massive que here. So, we pull up, get off and mingled. There's an elderly lady looking keenly at the bikes. So, I head for her. Proof that age is just a number, she tells me she's in her 80s, has the sea at the bottom of her garden and swims in it most days. Mental! But I instantly like her. And chat! When her husband came over, well that was the end of my mingling, it was them I was with for the duration. Her hubby thought Humps

was bigger bike than he is, I assured him that he wasn't. TBH the man wasn't terribly tall, and he was stood in the ditch, so if Humphrey could have come alive, I reckon he would have pumped his chest out.

I don't know if you know, but having prosopagnosia, I don't recognise people, until I really get to know them. So everyone's a new friend year in year out. But at the finish hotel, I saw and recognised them both which surprised me. Perhaps they were triallers of former years? If they are hanging around at Slippery Sam next year, I'll ask.

Cows have their lights on in their sheds all night, I didn't know that, thought you'd like to know as I saw many. During the trial, Phil said for me to lead 4 a bit. I replied with an instant and sharp no, and that I'd explain later. Fortunately, he didn't wind the throttle back and disappear. true gent that he is, he just settled down and took the helm once more. One lucky bitch or what.

For the record, when I did lead, I must of only lead for about 4 miles, and during that time I missed a right turn at a traffic light. We were behind a C90 with a monkey teddy bear hanging off the back of the basket. My attention was distracted from reading the route, to smiling and watching the monkeys long arm swinging, as it hung off the back of the bike. Once I realised, I'd gone wrong, the same moment Phil beeped his horn. I stopped and next minute I hear screaming brakes, look behind to see this great big orange jelly baby hanging over the front of his handlebars that were on full lock to the right, with a grimaced look of determination to stop the big 480 becoming part of Humphreys rear end. Amazingly he didn't make contact, with me screaming "sorry Phil sorry Phil" like it was on loop. Not one stern word was spoken, my gosh didn't I feel guilty. Stupid woman I thought .... however, in under 10 seconds we were back on track, living the dream and yes, with Phil as lead horse, and me as wheeler.

With the end of such a monumental trial looming, the Passage House Hotel was the destination. Never sorry to finish the trial as the beautiful soul Paula Sanders would be waiting in the wings at the bar. And sure enough, there she was, with a cappuccino at the ready as a welcome. You ain't 'alf punchin Phil We chatted for an hour, then they headed up to their room for a rest. Me however had heard there was a pool. So, after checking in, I'm off for a swim. Hummmm I love my swimming, but had to swim on the spot, as it was a 4 stroke pool. Not a 4 stroke like Humphrey's 4 stroke engine, noooo, what I mean is 4 strokes from one side to the other. However, it was warmer than the lake outside, so I was grateful.

At the MCC evening meal I made loads of new friends. They may well deny all knowledge, but it was good to finally meet Lester Keat. I'd often heard his name mentioned in my household and never knew who he was. Several beers were shared and enjoyed watching the winners receive their achievements and listening to the President John Laver entertain. The evening was over all too soon, upstairs I went and watched a film with a strawberry cider.

For me, this event was exceptional, I really do mean that. I'm so glad I was determined to make the start, the event made an indelible impression on me, that was a big word wasn't it! Hope the view from inside your lid or windscreen was as much fun as ours was. Until we meet again you awesome trialling fraternity x K & H

Exeter Trial Report, Mark Wills, Number 3, Beta Alp

Well, my son Joseph got a gold and thence his third "Triple", his second Triple on the bounce and he beat me by 0.5 second into second place in our class. I'm going to have to get some secret practise in for the observed tests – I don't want to give in to him yet!

There is a wide variety of bikes being used in these trials all with their strengths and weaknesses I suppose. Anyway, with the Beta Alps we are using we like the reliability, relative low riding height/centre of gravity and general ease of maintenance – with the robust Suzuki DR200 engine. The Alp isn't the lightest or quickest of bike compared to others. We do have to thrash the Alps a bit to get quick special test times but its working at the moment.

I prepared the Alps for the Exeter during the week before the trial, Joseph preparing the route books and sorting out travel arrangements for us. The plan was for Joseph and I to travel down in my van, with our friends Tom and Rachael travelling in Tom's car, Tom and Rachael were marshalling on the restart at Clinton. Tom would take the van onwards from Haynes to Clinton and then onto the finish for us. Rachael took the car to Clinton, then the finish and then back up with Tom to meet us at Ilsington for refreshments before we tackled Simms, and they went to watch.

We arrived at Haynes in good time and chatted with various friends, new and old, whilst we waited to start. As usual we met up with Lionel, our teammate, and discussed the weather and trial ahead. We won the Bike Team Championship in 2023 and we hoping to achieve the same again in 2024 – so went over the tactics for the restarts and special tests together.

A lovely member of the MCC by the name of Tom Swallow who, after 58 years of not riding off road, kitted himself out with a Honda 300cc motorbike and headed out. Tom filmed his trial and put it on YouTube – have a look. Tom was riding just behind us, so he tagged along, and we chatted giving, hopefully, useful advice. Tom struggled with he sections probably due to his tyre choice.

We set off into the night which turned out to be not too cold and only a short rain shower, so all was pretty good. and rain, Tom and Rachael set off to marshal at Clinton. We thought the test times would be important as we expected quite a few riders to get golds so were ready for the first test – all went OK, with banter with the riders around us waiting to have a go. The second and final test next at Core Hill – again tried hard and hoped we had quick times. Jospeh pulled a long but low wheelie off the line, so I knew he was taking it seriously – but great to see. Now the tests were done we could concentrate on the hills and the route book, hoping we wouldn't have a breakdown or a puncture.

The sections seemed OK, it's always harder to get down to Underdown than it is to ride up the section, Normans Hump was a good challenge with one of our friends taking a lay down on it. Clinton was challenging getting around the corner and near the top. Tom recalled helping a few bikes at the top as Tom was marshalling on the restart – think he enjoyed it, again made new friends. It was great to have a go at Waterloo again and it means the sections come thick and fast for a while. Stretes was quite straight forward and then the Core Hill test before getting to Greendale Farm shop for breakfast. This was a new venue for the breakfast stop and certainly much better, in my opinion, than the Crealy Adventure Park breakfast stop.

Off to Tillerton Steep after breakfast – still in the dark. Tillerton was a real challenge – the section got very muddy after the left-hand bend and rock slab step – I was happy to hang on for a clean. The sections at Fingle are a pleasure to ride as always. Waited a while at Wooston Steep whilst the team set the hill up – at least we had daylight by now. Wooston tackled OK and onto Ilsington for a bacon cob and a cup of tea. We tackled Tipley and Donkey Trot sections before the refreshments stop in Ilsington which was a change from the normal route to Ilsington – but it all worked well. Both sections were good, but it seems Donkey Trot got very slippery for the cars.

I'd been liaising with the Ilsington Hall refreshments team, as part of my role as part of the organising team, so it's nice to have a chat and keep the relationship going. Met Tom and Rachael in the Hall for a catch up – getting the news about Clinton and their experiences of marshalling in the night. Simms was pretty dry and straight forward on the bikes this year so onto Slippery Sam for the final section – we're still on for Golds so need to keep focussed for the last section.

There was a restart on Slippery Sam, and it was much further up the hill than before when there had been a restart. I rode cautiously up the hill looking for the restart and was surprised how far up the section it was. As I approached the restart I looked to see where best to stop. I decided to stop at the far-right side as that looked the smoothest. I was however, quite concerned that I was very close to the R boards. I made sure I rode away from the R boards as I set off – happy I was clean and on for Gold. Its apparent from the provisional results that several bikes hit the R boards – which is not surprising.

After finishing we loaded up the bikes and set off to Simms to watch the cars. There was a really big crowd enjoying watching the variety of cars having a go. We chatted with some spectators and then went back to the hotel for a rest before the club supper. Overall, we had a great weekend and thanks to Peter Batty and team for managing a great event and gathering all the marshals need to put on such an event.

Class E attempt at the Exeter! By Dave Middleditch

Friday afternoon, just north of Cirencester, going about 45mph when the class 7 Dutton decided to join class E, and shed an unnecessary rear right wheel, which promptly disappeared off up the road, followed by the spacer, and the drum dropped and ran along the ground... Very luckily, no other traffic was around. We pulled into a lane opposite and retrieved the wheel, then discovered all 4 wheel nuts within a 2m radius of each other, with all 4 wheel studs sheared near the root. Clearly all had failed at exactly the same time catastrophically.

Fortunately, I had a spare half shaft with studs, so after borrowing some scaffold foot boards from a passing van, we jacked the car up off the floor, did the half shaft, and were back on our way. Nicola arrived at Middleditch Family HQ at 10pm, picked up Sid, and we all set off, me via Dursley to collect my navigator for the night, first timer Chris Ratford. We got to Haynes and passed scrutineering no problem (I'd actually checked all the bulbs this time... but were soon called into action, diagnosing why a Liege's brake lights weren't working. We guessed correctly that it was the switch, and 5 minutes later had it adjusted and working.

Dan &
Lester Keat

on Pheasant
Plucker's
Son

Camel by Duncan Stephens

Nick Deacon celebrating his hat-trick of Crackington Championships.....

Never been done before!!

Emma Wall
& Paul
Bartleman,
Troll T6

on Pheasant
Plucker's
Son

Daniel Peters
Class C
690 Enduro R

John Young &
John Hind
Class D
Yamaha XT
600

Exeter Trial

by Chris Montgomery

On Slippery
Sam

Mark Harding
Class B
Honda XR400 R

Gareth White & Francesca Wilkins Class 8 Marlin

Jon Moores & Jason Proctor Class 7 MG J2 Roadster

Exeter Trial

by Chris Montgomery

On Slippery Sam

Michael & Louise Hopkins Class 5 Mazda MX5

Keelan & Ross Hancock , Class 8 Buggy on Westlakes Wonder

Photo by Duncan Stephens

Bodmin Heights Trial

Tom Coles & Rob Bywater-Drake, VW Fastback on Hoskin Hill

Photo by 'Tog on a Bike'

Simon Oates & Darren Ruby, Leige on Hoskin Hill

Photo by 'Tog on a Bike'

We set off at 2:30am, and broke down at ~2:35am, when the electrics completely died. Some smells emerged from the boot and discovered that in throwing everything into the boot after the break down earlier, something had fallen on the battery, and worn through the insulation to make contact. It has destroyed the battery, so we spent the entire trial bump starting. Onwards.... The first few sections came and went without trouble, but then Norman's Hump and Clinton were tough. Very cut up and rough, but we crawled through and set off for the welcome return of Waterloo. I'd done it once before in 2019 and watched as the two cars (class 1s) in front both failed on the first corner. We therefore gave it some speed up the rough and steep step, but after that it was a lovely winding climb but with no dramas.

Stretes was easy enough, but just as we rejoined the road, the throttle cable snapped. I'd left enough spare at the carb end anticipating this would happen as the wire has to bend through quite an angle at the pedal end, so pulled the spare through and re-attached the nipples. job done! 50 yards later and the traffic on East Hill Strips was at a standstill. I decided to go investigate and found Mike Warnes' TR7 beached with left wheels off the road and down in the trough. The diff was on the floor, so no way to push it out, and they'd already snapped a recovery eye off in trying.

We directed at least 50 cars past, but commandeered Paul Jones's Beetle to be tow car number two, using the standard recovery rope on the TR. With six of us lifting the rear of the TR (thanks to the big lads I told to stop and help, plus Tony eyes foe getting in the mud), she came out no problem, so rope detached, and everyone was back on their way. We gave it some on the special test and hope we've got a good time. Now the excellent breakfast at Greendale, and a good catch up with Nigel and the gang who'd done Waterloo and were heading for the day shift at Simms.

I've only faced the restart at Tillerton twice, once in the beetle and once the Dutton, and failed both. This time I stopped right at the top of the box, rear wheel inside by only an inch or two, making the restart easy. Roger Ashby (Kent) was on the flag and later said he was mightily impressed! The two sections at Fingle are a nice break but a great reminder of the history of the event, so the new section in the woods by Wooston was the next big test. As Lee Sample backed down, he gave some valuable info - it's slippery! We flew up and backed off at the right time to get the grip back on the restart area and made it to the top OK. A quick stop to chat to Bill Bennett, Pete Hart and Pete Batty and to watch Mike Pearson show the zero wheelspin technique and we set off for the Islington Complex.

Tipley was rough, so really went slow trying to avoid popping a 10psi tyre, and then it was Donkey Trot. The queue was at least 10 cars, and we watched them all fail. Some were class O, but several were main trial, so we knew we'd have to go for it proper. We hit the step halfway up at full chat, flew in the air, crashed back down and carried he speed through, flying out of the top on the brakes. That make a bronze for sure. Now Simms, and after the usual lovely bit of cake and a welcome cuppa, it was amazing to find only one car in front at Simms. No time to see who's failing or passing, just go for it. We crawled up to the restart and chose centre front. I had time to sit still and look up at the crowd all around, then set off. No hitting the first step too hard this time, I let it come back down and grip, then blipped the throttle all the way up, keeping the tyres from spinning. From 2/3 of the way up I knew we'd done it, and nailed the last ramp as the front end jumped in the air and bounced several times before we crossed the line. The sun was really challenging as it's exactly in your eye line, but that makes a Silver! But now there's a noise from the running gear whenever we go over a pump. I checked and found a sheered engine mounting bolt, probably done on Donkey Trot, and finished off by Simms.

We discovered a slow puncture after Simms, so changed the tyre, and carried on through the remarkably light traffic in Newton Abbot Compared to previous years. Yet again no queue at Slippery Sam, so up we go. But where's the restart... not on the first bit...hard right... not on the next bit,,, hard left,,, there it is, and blimey it's cratered like the moon. There's hardly any time to puck a spot, but we get it right, and Tom jones waves us away, another man who's done two shifts having done scrutineering for cars. The first few pints in the bar are always fantastic, catching up with everyone and finding how they got on. The night went on late, and I called it a day at 12:15am, leaving Darrell Wheeler still in the bar with Lester, Dan and Ian.

Up at 7:30, and engine mount fixed by 8:30 despite the heavy frost, and then a top up of oil with a lend from the Fitzgeralds and Wills', and we set off home. At Bristol, I notice the oil pressure has dropped, and suddenly, it's gone to zero. Key off, and roll to the top of the Almondsbury slip road, through some traffic cones into an area of roadworks. The sump has a crack and is weeping oil, and we've dropped it all, so it's a 20-minute walk to the nearest garage to buy some overpriced oil. Back going, and we get to Dursley to drop off Chris, then Nailsworth, where we set about jet washing the car and fixing the sump. Epoxy putty was tried, but didn't work for long, so once Sid was dropped off by Nicola, we headed home. shedding oil as we went. A fill up at Chipping Norton, and we made it home by 6:30pm, so there's a bit of work to do for the Clee in 2 weeks.

Overall, it was a really challenging trial, and felt amazing to get up the last few hills knowing that gold medal was getting closer. Great fun catching up with all the regulars like John Davies at Musbury, Slippery Sam and then at the Bridgwater Services, and the Barbrooke Bunch throughout the day, as well and meeting a few new friends along the way in queues. The final bonus is a gold medal for Sid as well, with him and Tom passengering Nicola to a Gold as well.

Bodmin Heights Trial by Simon Oates

Rear brake wheel cylinders had been stripped, lubricated and reassembled after problems on the MCC Exeter Trial the week before. Darren Ruby turned up at 8.00am for the fresh drive down to the Borough Arms in Bodmin to sign on and support this new trial and adventure by Camel Vale Motor Club. Scrutineering completed, Chairs were off first followed by classes 1, 3, 4, 5, 6, 7 and finally 8, we started off at 9.42 as the first class 7 car. In through Bodmin, left at the crematorium, through Fletchers Bridge and into Laneskin Woods and **Robbyduggan (1)** where 2 or 3 cars were let in at a time to attempt the section amongst the trees. An experimental day with the Liege and added weight to the rear (89Kg) which seemed to improve the grip, managing a 3. On to the **Observed Test** which was fairly standard and completed in a reasonable time of 18.04 secs (some did sub 16 secs). **Ant Hill (2)** was just around the corner on 14psi which caused problems for us getting off the restart – not the best start with 4 more points.

Back down the hill and retracing our steps until we turned left into **LeBall (3)** for another restart on 14psi tyre pressures and a clear at last. A lot better than the previous sections and on to **Daisys (4)** which would have been a blast up through unless, you've guessed it, you're in class 7 or 8. 14 psi again and off we went, straddling the wheel marks to the restart where I tried to ease off gently to no avail and 5 points scored. Reversing down to the bottom, we took a break to watch a few more cars in our class attempt the hill, none which did any better than us.

After the section we worked our way to Cardinham Woods which we haven't been in for some time. We slowly drove into the woods and without exception were met with waves and smiles from the recreational types that frequent that sort of area. Lovely to once again see people working together enjoying the woods and its facilities, some may see it differently

Following the excellent signage, we arrived at **Tizn't Flat (5)** on the route notes, otherwise known as **Cundy's Corner (5)** which the first name says it all. Up a bit of track and into slippery roots and leaf mould as far as anyone had so far, 3 points. Reverse down and following our way in, veered off left to **Castle (6)** where we managed 6 points. Back along the track and on to **Hoskin Hill (7)** which again hasn't been used for some time. I've only ever been off the higher restart line in the past (class 8), but this time had the luxury of the lower line and cleared the section. We then did a loop and passed the bottom of Hoskins on to **Powell (8)** with 14 psi for us again and another clear.

From Cardinham woods we returned to the main roads and through Bodmin, past the start (would have loved to stop for a pint) and on towards Wadebridge and Pendavey Farm for **Eddy's Branch Line (9)**. We watched Tom Coles attack the section in his VW Fastback only to hear a crunch and tinkling of broken glass as they nudged the bridge on their way through. Bridge 1, car 0. We took it a bit wider on the approach and managed no contact. There was a higher restart for 7 & 8 which most cleared. Back to the main road towards Bodmin and a long-awaited return to Dunmere Woods.

There was a fair queue before **Corner Climb (10)**. A nasty slippery start and hole near the end were catching the earlier cars and it wasn't easy to reverse out. When it was our turn, it was a case of shut your eyes a little and let the car do the work, to the top again with the help of a tree that bent the driver's front wheel and pushed us back on track. This was a bit of a roll, four clear sections in a row!

Back down and past the last section start to **Geralds Dream (11)**. It should have been renamed Geralds Nightmare with many large roots in the twists and turns of the section. Once over the first big roots that had caught several in front, I put my foot down and lost directional control enough to flatten the 5 marker, scattering anyone in the vicinity and on through the finish, 5 points dropped. Back to where we entered the woods and right further into the woods to **The Tunnel (12)**. A successful restart for us and on to the next section **Hans, Knees & Bumps a Daisy (13)**. It looked fairly easy until we tried to blast up the section and bottomed out. Should we have put the tyres on 30psi and gain some ground clearance at the cost of grip? Who knows the answer, I guess we'll find out next year!

Back to the bottom and to the last section **Westlake Wonder (14)**. A left-hand bend through the usual very rough tree roots and a very steep climb hopefully past all previous competitors that are now spectators. Keeping my foot down and vaguely steering and staying with the track, we kept going until the engine conked out of power. Still a very important effort to the 2 marker which as it turned out, was enough to win Class 7 as Martyn Harry in his gorgeous Imp came 2nd with a 5 on the hill. Nearly all the Class 8 cars managed to conquer the last hill, highlighting the difference between classes 7 & 8. When the results came out, Darren rang me and said "how did we manage to do that?" Being the first class 7 car, we never saw how they were doing behind us and expected some of the hills to be easier as rubbish was moved aside. It just shows, you can never tell!

We can only imagine how much time and effort has gone into getting access granted for the sections, it has literally taken years. I hope that the Trial has proved how all the different sports can co-exist together in these sensitive areas, the organisers seem to have achieved the impossible in the present climate. A welcome return to a brilliant traditional trial, old skool is back and long may it continue!!! Mentions to Simon Groves, Ben Tonkin, Greg Thomas, Mike Dustow, Alan Keat and every other person that made this happen. It will become a "Must Do Event" if this first incarnation is anything to go by.

Bodmin Heights by Dee Champion

This trial was on the 14th January, organised by Camal Vale Motor Club, and was a new trial which consisted of 4 forestry venues and of course some private land, which would cover about 40 miles. This was mapped out and put together by Simon and Emma Groves and Ben Tonkin who managed to get permission to use Cardinham Woods again. There were 40 entrants, so a good turnout.
.
As this event wasn't a championship trial, Dave had been saying for some time that he was going to try out the Deere Special, so this was his chance, so he entered. The weather during the week had been considerably cold, but snow was forecast for the weekend. As the Deere is open topped, he was definitely considering swapping back to the faithful Scimitar, but Aaron was having none of that nonsense and made sure the car was ready on the trailer so that we couldn't chicken out. OMG … what have we let ourselves in for!!

Travelling to Bodmin at 7.45am from Exeter it was really dull and miserable with some drizzle, which we were not expecting. As we approached Cornwall the skies had cleared, and we could see that it was brightening up even though it was still very cold.

Arriving at the start venue, The Borough Arms, Dunmere, it was great to see everyone. There were quite a few of us that were trying out new cars, with Andrew and Lisa Dams in a class 7 Dutton Phaeton. Paul Merson was also trying out his son's better car, the Ford Special. So, scrutineering had to be done 30 minutes before departure time with two-minute, intervals. Unfortunately, the pub was closed so no grub on offer.
Our time to leave was 10.04. Now this bit was probably quite comical for the rest of the competitors watching as Dave and I were trying to get into the Deere with strict instruction from Aaron not to hold onto the windscreen, which was a struggle as we had so many layers on, once in we were compacted like a tin of Sardines!

ROBBYDUGGAN, the first section, luckily there were no restarts so a nice

steady climb for Dave to get the feel of the car. In this area there was also a special test, which Matt Johnson had the fastest time of 15.59 in a Troll.

LEBALL, section 3 was where the fun was starting as all classes had a restart also a tyre pressure of 16psi a great climb and we managed to manoeuvrer with no problems from the restart. But before we set of up the hill, we had to sort out the tyres it was harder trying to get out of the Deere as we were so tightly squashed in once we had worked out that we both couldn't get out at the same time, after about 5 mins, and some very awkward positions we were free. We had also discovered that the small handbrake which was in the middle of the Deere kept coming on for no reason, we soon found out that my big fat bum kept knocking it.

DAISY'S, section 4. Unfortunately, the restart caught us out, we lost our first points of the day, the only class 8 that managed to obtain a clear was Matt Johnson. It was a shame for Rob Holden who cleared the last hill but had to retire due to fuel problems, which kept causing his BMW to cut out, he also noticed a metallic noise when going over 3k.

Next, we had to drive again on the tarmac road, making our way towards Cardinham Woods, every now and then I kept wondering what my right foot kept hitting only to discover I was playing tootsies with Dave's foot and the clutch, as the foot space was very small with no divider. So, with my feet tightly together and out of the way we finally entered the wood, with no more foot trouble.

When we arrived at section 5, TIZN'T FLAT. I thought that we had come to the wrong hill as the name on the board was Cundy's Corner. Jack and Abbie were behind us, so I went over and said I think we are at the wrong hill, when Jack piped up "didn't you read the amendments at the start, they have changed sections. Mmmm … what amendments I didn't' see any at the start, are there any other changes? 'Nope', was Jacks reply. Only two 8s managed to clean the section, which was Dean Vowden and Dan Keat.

CASTLE. No problems on this hill for the class 8s who had a restart with all of them gaining a clear.

HOSKINS HILL. Section 7, With Trina and Alan marshalling, it is always lovely to see these two with Dick Bolt on the higher restart which we had. Once we had passed it, we shot out of the section like a cannon ball almost knocking over Paul and Charlie Merson. They had unfortunately retired on Daisy's section 4 due to the fact that he had, a lack of lubrication to his big end!! Henry Hoggart was also with them he too had problems with his Skoda before-hand and hadn't had chance to repair it for this trial, so he helped to marshal.

Section 9, EDDY'S BRANCH LINE. Unfortunately for Dan Keat he dropped a whopping 10 points here with the rest of class 8s making it a breeze with clears even though there was a restart. Next, we arrived at Dunmere Woods, where the next hill was a real tough one as the ground was very earthy and damp, with some really nasty slimy raised tree roots which you definitely felt when driving over them with the car sliding from side to side. Luckily no restarts, so a straight run. This section was called CORNER CLIMB.

GERALD'S DREAM, section 11. Again, the texture was the same as Corner Climb, but climbing the hill you would see a tree root on the right side, then once past that one, the next root would be on the left side, this was all the way up the section. So, it was quite twisty and very bumpy, but with good steering and not getting the front wheels caught on a root we were at the end, another fun climb.

At the next section THE TUNNEL we caught up with Ryan Tonkin in his Beetle. It was cute to see his son who I think is only 2, fast asleep in his car seat in the back, oblivious to all the commotion.

HANS, KNEES, BUMPS AND DAISY, second to last hill, was the steepest climb where we stopped at marker 2, there were no restarts, I did try and bounce, but I didn't seem to move in my seat!!

The last hill of the day… WESTLAKE'S WONDER. A bit of a delay here, so I got chatting to Peter Ashford who was passaging for Richard Kniver in a Ford Special. He was telling me that he will be out of action for a while as he is going in hospital to have one of his knobbly knees replaced, hopefully it will be a speedy recovery.

It was now our turn to attempt the hill by now a lot of the previous competitors that had finished were along the track watching the action. By now Dave had full control of the Deere as and we zoomed up that section with full power nothing was going to hold him back now as he covered people with mud, we reached the top.

With the results out I see that James had a really tough time in his class. Too much competition, not sure how he managed to win his class!

So, the question being will, we, be out in the Deere again? … HELL, YEAH what an experience. The sound of the engine, all those lovely restarts and being splattered in mud is what it's all about, I can't believe that seeing this was our first time in class 8 we actually dropped 12 points the same as last year's championship winner, JACK, so us oldies have still got it!!

I would like to say a big thank you to everyone that was responsible for this event it was smoothly run with clear instruction I look forward to next year. I would also like to say thank-you for all the videos that were recorded showing what a fabulous day was had.

Bodmin Heights by Dan Keat

The Regs were finally out for the very first Bodmin Heights Trial, the event has been in the making for a couple years now and we have all been very excited about it. The Bodmin trial in Cardinham Woods last run in November 2019 and the Camel Heights in Dunmere Woods last ran in March 2020 have been sorely missed.

The two trials have been increasingly more difficult to organise and run due to more people using the woods and the Forestry Commission giving the Club reems and reems of legislation paperwork and rules to adhere to, for the last few years postponing the events were our only option and COVID just made things worse. This forestry has been venues for motorsport for decades, the Bodmin Trial was first run in 1947 and the Camel Heights since 1971. Trialling is very often family oriented; I am tackling the same hills as my grandad did DAVE KEAT (I GOTTA LOTTA THROTTLE) it's this that makes me appreciate the event and venue. At the bottom of Westlake's Wonder there is a sweeping bend on the main forest road and whenever we drive around it on the Camel Heights my farther tells me about the 1967 South West stages rally. "I can picture Hannu Mikkola now coming around here, bloody flying he was". So, my point is that for generations Dunmere has hosted some fantastic motorsport whether it be sideways Escorts in rallies or bouncing Beetles in classic trials, it's done no harm, why try stop it!

The organisation team have literally put hours and hours of hard work in to making the Bodmin Heights happen, and I and my son Mitch were delighted to be competing in the Fugitive in our favourite woods again.

This is how it went…….!

THE VERY 1st BODMIN HEIGHTS TRIAL 15th JANUARY 2024. A TRIAL OF NOSTALGIA, TYRE PRESSURE AND A BLOODY BRIDGE.

We set off through Bodmin from the Borough Arms pub eager to get to the first section in Laneskin Woods, section 1 Robbyduggan, which was a straightforward blast up through for a clear, Mitch was smiling “that’s the way” he said, “flat out”. Turned around at the top and made our way down again, “I wonder who duggan” we said chuckling.

Laneskin Observed Test was like the Lands’ End but not as much at stake so A to B was dragstrip style, B to C was not so swift but a respectable attempt I felt.

A short drive through Laneskin Woods via muddy track to Ant Hill, 16psi and a restart here, was very slippery, we lit the Fugitive up and she burnt away. A good section made better with the tyre pressure limits. Points dropped here in class 7 Simon Oates had the best climb for a 3 not far behind was Martin Harry in his Pinto powered IMP on a 4.

A short way down the road and into unknown territory Le Ball wood, section 3 a nice long section but you had to look where you were going. Up the top I passed the 2 and for a second had to look for the one. Mitch shouted, “go left!” There was a crossroads in the track! Section 4, Daisy’s, sounds innocent and to be honest when I saw it, it looked innocent. We had a restart with 16psi limit here. Matt Johnson was lining up his Troll on the start line, we warbled up to the restart and selected 2nd, he gave it everything and that sweet x flow moto was absolutely singing, he sailed to the top for a clear.

This turned out to be climb of the day with everyone else in Class 8 failing the restart and dropping 5 or 6 points. We managed to get a 5 due to the length of the Fugitive being an advantage at times but thus would come back and bite me in the ass later! Big time.

It’s been 4 years since I went down past Silverhead Mine in the Fugitive, it felt brilliant to be making our way down through Cardinham Woods, we were heading for Cundy’s Corner, this is one of my old favourites and you don’t need limits or a restart here just flat tyres and full commitment. This paid off as we blasted up for a clear. The only other clear was Dean and Arthur Vowden in their Lonsee Special. Some machine that is and well driven too.

On to Castle. This was marshalled by class D2 outfit rider and passenger Leon Torres and Mark Courtney, straight forward for all class 8 all clearing the deep-rooted restart, not so straightforward for all class D2 outfits a 6 for Mark Seward and Simon Rogers here and an 8 here for Alan and Patrick Keat. Steve Urell and Julie Williams turned the tables here and had a great climb and cleared the section. Thus put Steve and Julie in the lead ahead of Mark and Simon who were leading after a cracking climb on Cundy’s Corner, however it was a close battle between the outfits as Alan and Patrick Keat started strong after a great climb on Robbyduggan and were leading the class up until Cundy’s corner.

The famous Hoskin Hill next and not causing any difficulty was a joy to blast up. Powell was straightforward and we enjoyed it, so we left Cardinham smiling, we headed for Eddy’s Branch Line about 10 miles to Sladesbridge. I knew this section as it’s used on the Lands’ End, Dad cleared it no problem in the Avenger, but I knew it was tight and the Fugitive does tend to have a bit of

Matthew Timmins, Class B2 Voge Rally 300

by Ben Lawrence

Clee Hills Trial

David & Ruben Foreshew, Class 8 Dingo on Longville

By Peter Wigglesworth

Dave Middleditch & Dave Richards, Class 7 Dutton Phaeton on Longville

By Peter Wigglesworth

length about it. We had thumbs up from the marshal and I steadily approached the ghastly left into the bridge full left hand down the front offside wheel scraped against the wall and the fugitive bonnet started lifting, I had no choice but to dip the clutch as rebuilding a bloody railway bridge in the evenings isn't really my thing. I won't repeat the words that followed. Went on to clear the main part of the hill, which is a good blast after the restart, that's how it goes.

Sometimes severely bitten in the class for a 10. At the top of the section, I was blowing up the tyres a bit red faced when fellow class 8 & ACTC championship winning duo Jack Selwood and Abbie Jeffery pulled up with a cheeky grin, "how did that go DAN?" They chuckled.. they knew! At least I wasn't the only one, Dave Ball was caught here, not what he wanted as it was a close tussle between the class 4 Beetles, Emma Groves with daughters Jessie & Poppy were a force to be reckoned with and took the class . That's girl power if ever I seen it!

Dunmere Woods, a lovely place to be if you've got a Fugitive with a twin cam and just dropped a 10… time to let rip! 5 of the best sections from the old Camel Heights of 2020 gave everybody something to get their teeth into. Corner Climb felt nostalgic as it was the first section I ever attempted with my Fugitive in 2006. I remember following Paul Bartleman in his Troll all day and just thinking how the bloody hell did he get up there. It was brilliant to watch. Paul dropped 11 points and won the overall, I dropped 119 yes, 119! It wasn't the closest tussle in class 8, but it was my first trial, and I loved every minute if it.

Gerald's Dream was pretty straightforward, you had to watch the rebound of the root by the 5-marker though as Simon Oates found out the hard way, the two class 7 Imps, Nick Symons and Martin Harry both popped out the top to a clear, with Martin finishing just 2 points behind and Simon taking class 7 win.

The Tunnel is a tricky old section for the saloons and there were some good climbs here for the class 6 all-stars Andrew and Lorraine Rippin followed by Ryan and Clair Tonkin with young Charlie keeping order in the back. It was neck and neck all day till the end and even the times were close, but Ryan just popped Andrew for the class. James Shallcross and Mike Greenwood in the well-known Peugeot 205 had a class winning climb here pulling 5 points on amalgamated class 3 Escort driven by Richard Hayward and Kelly Thomas as navigator. Is that the first time a 205 has won class 3? Or the first time an Escort came second in class 1?

Hans, Knees and Bumps a Daisy; this is a stopper even in dry conditions, steeper that steep just three machines in the trial to clear it Dean Vowden Lonsee special, Keelan Hancock Renegade Buggy and a Fugitive with a twin cam bloody brilliant!

In true Camel Vale tradition, there was a good gathering of Marshalls and spectators for the last hill Westlake's Wonder, it's a hell of a section so like my grandad used to say, "if in doubt go flat out!" That's what Dave Haizelden and Dee Champion did, almost took the 9-marker out! He was having some fun in the lively Deere Special, I think Aaron will have trouble getting his car back!

So that's how it went, we have made more memories and have got a tale to yap about! I am grateful to have been a part of it and can't thank the people that made it happen enough. Let's get down to the Borough Arms pub to sign off and buy the clerks of the course a pint (or two).

Now that's enough writing I need to help Father get the Avenger ready for the 100th Lands' End Trial. I'll be watching closely for the bloody bridge!

2024 Clee Hills Classic Trial by John Charles

At about 7 pm I collected my son Robin and relaxed as he drove the 120 odd miles to Ludlow. We unloaded in the vast park and ride car park, made our way to the Travelodge eventually managing to raise the host Helen to book in. We held the usual debate; I lost getting the small bed. We bedded down I was awoken about 2 30.am on the floor with the bed on top of me! The dammed thing had rounded legs and was so narrow I must have moved near the edge and the dammed thing rolled! Full of compassion Robin nearly wet himself and promptly went back to sleep. Sod. Eventually I got back to sleep with a bruised hand and face. Breakfast then signing on, after admiring the varied cars, we depart about 9 15 am.

The weather was ideal for the run to Harton Wood, we turn round and are soon off with a warning to avoid a fallen tree, thoughtfully sprayed bright yellow. The stoney track presenting no problems. Chris Morrison In his newly built Citroen AX decided to attack afore mentioned tree without success. A short 3 miles to Heywood Common, the marshal sending us on to the start. A tricky section with some wicked tree roots we go clear, one or two spectators and a local leaning over his wall. The rutted muddy drive out to the road a section in itself. Not far via the B 4371 to the timed test at Coats Farm. As Robin is aware I tend to "go for it" on timed tests, he rightly pointed out on the exit that any over exuberance would be punished, as nearby were several pieces of very solid farm machinery. Duly warned we proceed forwards, astride, reverse, astride, forwards carefully and astride, 11.1 seconds was our time.

We drive up a track past two sorts of lonely, cold looking shepherds' huts, I suppose it is winter. Then to the queue where we spot in the distance a caravan, is this a place to get away from it all? Coats Wood, section 3, while waiting to attempt we watched the class 8 cars either burn their way up or fail. There is a boggy run through the bottom field to the start. There is a lot of mud then a very small grippy section before more mud for 7, this being the best all, but a few could achieve, some failing to get off the start. The section appears to go up the field turn left looking more level before disappearing into woodland. We get 7, turn round, charge through the muddy entrance and exit past the timed test the short drive to section 4, Longville. Described as a stoney track with a sharp corner and exit on to a main road, we go clean but the class 8 restart on the vicious exit looks challenging.

There is only 1 and a half miles via a tricky left immediately right to the old railway track section - Easthope section 5. We turn round and remembering the section go down to 5psi. The section is muddy rutted with a left turn at the top, there is little steering as the ruts take control, we give it max beans and surprisingly go clear followed by the two other Lieges. Great cars. Re-inflating back to 18 psi and the route splitting we go to Ippikins Rock. Ippikins Rock section 6B. We arrived to be held by the lady marshal who was awaiting a reply whistle. Eventually we switched off and could see the class 8 cars exiting in the distance. Eventually the whistle came, and we drove the section the sharp bend not causing any problems the track out was surprisingly slippery.

Harley Bank section 7A was next and we passed exiting motorbikes on our way. A shorter route for class 7 was available. Tyres to 5 psi We entered the section reversing to the start position before giving full beans to take the easier class 7 route, but 4 was our best. We exit the section via the bridleway and go to the petrol station for fuel, two

Mars bars, a couple of Easter eggs and drinks! Enough to see us to the end.

Section 8 Meadowley Wood is nearly 8 miles, we waited at the triangle to be ushered to the section in twos, we are back down at 5 psi and hoping not to puncture on the many tree roots. This vicious section demands full commitment and on the drop of the flag I go for it and we manage to maintain enough momentum for a clean. We stop on the top road to re inflated and poke out excess mud. Hungerford Steps is next 10 miles distant and a long queue possibly a hour, well it seemed it. We chat to competitors I catch up with pal Chris Morrison down from Edinburgh to try out his class 1 Citroen AX. Return a pump to David Middleditch, busy talking he left it behind.

Eventually we are off and are thankful for the Liege ground clearance allowing a clear. Oak Dingle section 10 is next and new, I think we go to 8 psi and line up for the class 7 route off to the right, followed by a steep bank left through trees down to a 90 right, too quick we slide past to take a 6. Noting Celia Walton marshalling and Simon Woodall waiting at the entrance, nearly embarrassing as we just avoid a parked Land Rover, as the exit was slippery the car going where it wanted.

Next and last, Abdon Liberty, greeted by Adrian Tucker-Peake. We wait while a group exit the section. 5 psi I think we go to. It's a stony track turning left to deep muddy ruts we have to settle for an 8, reversing out to inflate for the nearly 12 miles to the finish. As if by design it starts to rain having been fine all day, with hindsight we ought to have put the top up as it was hard rain and by the end we were soaked. We place numbers in the bag hand in damage declaration, return to the car park load up and off home. A thoroughly enjoyable day, thanks to all marshals and organisers. It must be so hard organising an event to please everyone as I believe the winning bike was on 0 the winning car 1 yet despite split routes some were in the 70s.

Clee Hills by Kathy Martin

Brace yourself. A totally rubbish 2023 that began in May. I'd offered a large woman a lift off road on the back of my little Honda Grom (small road bike, slick tyres), which I'd been riding 2 up all morning while watching Dan at a trial. Within 2 seconds she'd thrown us off it, my leg on full bend between the handlebar & petrol tank, her on top of me, some 25 stone. That was the day I was due to leave for Isle of Man TT, but still in hospital at 2am with fear of compartment syndrome, I missed my ferry. However, my van was offered a crossing the following day, so I grabbed the chance, but now with crutches and ice for the foreseeable. Humphrey came with me in the back of my van, I got to ride him on the final day, with crutches cable tied to my rucksack.

The year didn't improve. My son broke his neck in 3 places racing amongst the top 4 at Weston Beach Race, resulting in me giving 10 weeks of care. Then Ian herniated a disc and was bed bound for 3 weeks over Xmas New Year. While out riding, a dog attacked the horse I had been entrusted to live with me. I nursed the horse. I'd just sold my own horse, was working 2 jobs, rehomed my companion pony, not sure whether I should have been a vet or a nurse. So, 2023 can just do one. There's more, but I expect you've already turned the page, I know I would have.

Between you and I, I hated my life, yep hated it. And something had to change. So what did I do. You've got it, didn't change anything, except got out good ol' reliable, yeahhhh, the little smile maker that he is, Humphrey. So '24's here and I am leaving the tribulations of '22 and

'23 behind. I'm back, swinging my leg over all and anything I can ride, whether it's got legs or wheels.

The Clee Hills Trial. Following on from the (brilliant) Exeter Trial just weeks earlier. How excited was I to be back out there. Felt like I'd been given a massive shot of oxygen, and dang I could breathe. The Clee Hills Trial weekend started with a big smile. Humphrey was tucked in the back of my van, Friday afternoon I drove to Builth Wells Showground to watch my son Dan Mundell rally. It was awesome, crewing was clean compared to enduros, viewing was superb, and I loved every second of it. Halfway through the day he was running 2nd overall! Fabulous, and then things started to break on the car, and the day went downhill with driveshaft bolts shearing, a problem that shouldn't have occurred for various reasons. Moving on.

From Builth, my little sat nav took me on an hour of B roads to Ludlow. Great. Through farmyards, and my van that I'd washed, well now was a different shade. Didn't really want cow shit on my leggings the whole weekend, but after driving past 4 jet washes and all of them were blocked off with road cones, I was going to have to be vigilant of da shite.

Arriving early evening, I patronised at the Squirrel, the curry was superb. Down the road I trundled to the other Travelodge. A bath, beer, tv and probably the best night's sleep for 25 years. (No, I've not gone boring, was as pissed as a rattle snake in Rhayader the night b4). It's morning, I was up waayyyy too early, but keen as mustard to get to the start. There was a Starbucks coffee shop opposite and I know my Dad would of had a fit. I spent almost £7 on a cappuccino and pain au choc and I did smile at what my Dad would of said if he'd been there. This is meant to be a view of the trial, possibly why I'm compared to Dory!

Ok, so the morning started with a great big 6 foot plus summin Yorkshireman pulling up in the car park aboard a massive Beta 480 RR. "Alright Kath" I hear. Arrhhh, he's here. If we were described as an outfit, we'd be an arctic. he's the cab and I'm the trailer. Phil Sanders morning started at 4am, so he too was wide awake and ready for a day of play in the mud.

In the car park for about an hour, chat ranged from our journeys to his grandkids, rallying to the state of my van which was really bugging me. Nearing the start time, Phil rides over to take his position. I look at the time and am quite happy with 10 minutes to go. Then as always, the last few minutes are meltdown. I hadn't started the bike, it may not start... coats aren't on, helmet, gloves, rucksack, pain au choc from the front of the van,,,,,, minutes are ticking. I arrive with no gloves on at the start line, to hear Phil enlighten the start officials, "she's always late". With grace I ignore the comment, silently shitting myself that I've not got everything.

"On the road again" I'm singing, like donkey and Shrek. I suppose I'd have to be Donkey, cos I don't mind making an arse of myself. Noooo, doesn't mean you're an Ogre Phil, even though you are the right size,,,,,, One's digging a pit (prone) I'll keep shovelling. So, we're away, I can see by Phils' body language that he's living the dream up front. We soon arrive at Harton Wood and onto Heywood Common. From memory they both went ok; well I hadn't binned it.

However, Coats Wood field (yes, a straightforward field) wasn't even a challenge. The start marshal offers me to go. I couldn't wait. You dream of slippery climbs like this. However. I didn't go too far! Off the start line, around the little left hander I stood on the pegs spinning on the spot. With a big grim inside the helmet, I sat down, and it was absolutely no different, sat there spinning. Still giggling as the

talent had run out, and perhaps there wasn't enough beans being donated by the bike to dig down, maybe the tyres too hard too. Whatever the excuse, I'd enjoyed it. Phil however, made a valiant climb, giving it a handful of snackle on and off, wiggling his arse from side to side as he slid, got grip, the roost looked ace, and the bike sounded sick.

Meanwhile, I thought shit, I've lost my cab and I'd removed the Loserville directions from my route. Not expecting to not see the top, I had deleted the loser's route to the next section. But I stopped and asked a car competitor, who sorted it for me. Lucky for me it was straightforward. I arrived at the next section before Phil and off I went up over. Can't remember any dramas. Onto Easthope1, well, Phil will wish to forget this one. He pulled up to the line, there were several of us there. Full of confidence off he goes possibly bent the throttle back a tad keen. Billy the Beta went off the start line like a Desert Orchid off the line. But it wasn't too last long, as Billy had been on the tipple. In one motion he slid, then bit grip and fancied a change of direction, headed the pair of them straight into the bank on the left. It happed so fast. After climbing out from within the bike, Phil freewheels back down, and I hear a clang of spanners. I said to Phil "You may as well wait there; I'll be down in a minute". But choosing a different line to Phil's I got lucky. Humphrey found grip and with me not taking it a bit seriously, I'm laughing me arse off as we're tootling up the hill. I'm listening to Humphreys engine roaring with shear happiness that I'm on the bike and having so much fun. I recon if I actually tried, I could do Humphrey some justice. But I don't think Humps really minds. We kinda look after each other. Before I knew it, we were up and out the top. Now what do I do. This is polar opposite to earlier. I'm at the top and no cab to latch onto. But I feel elated.

So, I'm in the woods, on my own and I don't really know where to go. I decide its best to just follow the grassy track and don't try to find Phil, 'cos once he is fixed, he will crack on to the next section anyway. I'm hair-pinning around a corner and remember I'm desperate for a wee. There's a handy little alcove, so Humphrey takes an un-scheduled rest halt, and your imagination knows what I did. It's the element of devilment I like.

Continuing up the hill I see a little narrow slimy lane with clay ruts. And that's the section. Majors. I knew if it went really well, I wouldn't get past the 10-marker, which was about 12 feet from the start. By the time I had faffed and manoeuvred Humphrey to try and get a nice straight run, his tyres were clogged in mud. I think we just made it past the entry number 12, which without the mud on the tyres was exactly where I thought we would get to. I thank the marshal for his patience and ride off with a happy sigh. I slide downhill to a section and am told I've gone wrong. Nowt new there! I'm at Ippikins Rock. I liked the look of it, cos the start line was facing downhill and grassy too.

I think Phil and I are reunited after here, and we're on our way to Harley Bank 1 & 2. I can't remember too well, but I'm sure I had a trickier diverted route to Phils class. Several were falling off, dropping small amounts of petrol and knocking the grassy top off the section. Some riders on 19" wheels had tyre tread pattern that I would guess was possibly a disadvantage. Although they weren't going fast, they were crashing and making the sections even more interesting. After all, if it was easy, it wouldn't be fun.

We get to Meadowley. Now I rarely remember sections. But I do remember this one. Purely because I thought last time I attempted it, how on earth do cars get up this? It's narrow. And I can remember around the corner there are tree roots and little steps. Fair play car drivers. Riding away from the section

with a big smile, and a tad out of breath, Phil pulls away, showering me in mud. But I like it.

The long straight road to Hungerford Steps, I start playing in the puddles and I can feel Humphrey getting lighter as the mud starts to fall off him. We pull up to the side and wait for the section to open. I hear Phil behind me, "not keen on this section at the end". I don't think I've ever done it before but looked fun right from the start.

With the marshal saying it took the first bike 2 minutes to clear the section and with no radios, we were let go at swift intervals. Riding 2/3rds into the section, I go around a right hander and there's a man stood in the same rut as I'm in. I let go of the bike and jumped ship. Not sure why I did that, but that was my reaction to avoid him. He kindly offered to help me pick Humphrey up, but it was ok, I'd slept so was feeling full of it. Away again, now paddling like a right wobbler, out the end and into another green lane. Oddly there was a bike riding towards me, but I kept going. Phil was nowhere to be seen. I rode up to a farmyard and started doubting myself. So, I spin it around and ride back to the section end again. Now there's about 8 bikers here, chatting, probably reminiscing about the tidy little rut they'd just been in. They assure me to turn around and go back again, through the farmyard with the wheel chasing dog. Sure enough, I do as they say, and there's Phil, waiting on the next road. Damn he's patient! I'd had a couple more rides of the little lane behind, which had defo made the smile even larger.

Down the road we go, into a corner, and I had no rear brake. None. Must have done something when I let Humphrey go down. So, I hoped I wouldn't need it for the last 2 sections, we rarely do.

We got to Oak Dingle, and I thought, now that's more like it. A bit of grass. I see Simon Woodall here, he asks after the trial, I hope I reported that it had been fun, but I remember I was peeing myself I was so excited. I watch Phil from a distance, see a foot dab and think oh bum. And its Humphreys time to shine and shine the little shit does. Off he goes and thank goodness for his awesome engine brake. There's only one place I'd have back braked, down the camber to slip into the little rut. But Humps did it all for me by simply holding his breath when I shut off for the camber. Top dollar Humps, you're a little star. Looking ahead I follow instruction from the marshal who's waving me up the next little nip of a hill and Humphrey fires up there with all the grip in the world. A sensation I'd not felt in my butt cheeks much all day The hardest part was riding out from the section. 'Cos the ground was slippery as hell and with no back brake, I dare not touch the front brake or I'd soon be kissing the brown stuff. I glance to my left and think, I recognise that person. Celia Walton. My word that lady gets everywhere. I double take and yes, it's her. "Hi Celia" I yell, she replies waving her arm off. That was nice, a really interesting person with bucket loads of trials stories to tell, and of course Enduro sidecars, and her son Arthur races too.

With one section left to play with, both Phil and I ride off into the wind, no not being emotional here, it genuinely was blooming windy, and the rain was sadistically having fun stinging my cheeks. Well, the section ahead looked like a stopper, as the bike in front didn't get terribly far. And yep, a stopper it was. Off the start was easy , then a 90 left and boom, into the deep stuff once again. There were several people there watching, wish we could have given them something interesting to view. But it didn't matter, the trial was done, we were happy and felt triumphant in itself to of mastered another day out there on the bike, doing something I probably shouldn't be doing, but I'm glad you put on these events so I can.

A Curate's Egg on the Clee by Dave Middleditch

We started with a good night in the Squirrel with all sorts of trailers. My self and Sid made our way West and got to Ludlow at 8pm. 3-hour drive with a 20 -minute stop. Dinner with Jack and Abbie, then a catch up with the Greens, Harts, Hobbs', Northern gang and Dave Slade amongst others. We stayed over at Dave Richard's House at Clifton-on-Teme and were ready to go in very pleasant conditions for the Clee - it's usually freezing but was very warm (the car even started without needing bumps or jumps...).

The first section Harton Wood was the usual nice drive through on high pressures. Slippery though, so needed a bit of work. Heywood Common really rough, but plenty of grip so no need to throw the car at it too hard. The timed test was really well thought out. Take the tighter route and risk touching a cone, or take the serene route round in safety, but at the expense of a lot longer test time. We took the risk and got a good time.

Coats Wood was where the ignition module finally said no last year, so we were glad to get a go at it proper. This year it was incredibly tough, with only the Smart Car getting up the muddy long field from class 7 - even Mark Hobbs' Troll and several other class 8s failed it, so we were glad to make the 7 marker, which I think matches the best of the 7c's. Longville all OK, glad we don't' have the class 8 restart! Now things go wrong. Easthope is a great section - if you make it through the ruts at the bottom. Beached at the 10, all our fellow class 7 competitors, and most of the field in fact, made it through to the higher slopes and low scores or cleans.

Ippikins was a really good challenge and the back end slid round the hairpin right lovely for a clean. No Jenny WInd this year, so straight on to Hartley Bank, where there's a queue so the class 8s must be having some trouble. Most seem to make it to the higher part, but we witness a couple of class 7 fails on the first bank. On 4psi, we give it some at the start, but have to back off to get round a small tree 20 yards up on the left, but then feather the power and keep grip for a clean - really happy with that.

I love the history of Meadowley Wood, first used in the 1940s, but unfortunately, I had to make a conscious decision to back off and fail the section. I've cleaned it twice before, but the steps were so severe that I could easily imagine incurring severe suspension damage if we carried the speed necessary to get up, so we came to a halt low down. Unfortunately, I think this section is simply too rough to be a fair test now. Knowing that we were out of the reckoning for awards, I also chose to back off a fraction on the ruts of Hungerford Steps and paid the price as we stopped at the 5. 14-inch wheels and a solid axle (that can't be modified to stay in class) simply can't cope with it. Will be interesting to see if any Marlins made it through. Again, maybe I could have gone harder, but I feared breaking something as the ruts also have steps.

The most interesting conversation of the day was with Phil Aubrey, comparing weights of the Yellow Melos versus mine. I'm just over 700kg loaded (but excluding people), he's nearer 1100kg, with lead, sand and all sorts of ballast. Therefore, with the same axle to tyre relationship, his clearing of the ruts shows an advantage of huge ballasting of the rear, but my clearing of the slippery sections tells me that I'm not going to change. Carrying 400kg up a hill takes some doing, and 78bhp doesn't need any extra force pushing down the hill.

Oak Dingle was new, and the best section of the day for us. A crazy up, down, round, off camber trek through the trees, while the lower classes took a straight blast up the main track. After storming up the first rise, the really tricky bit was an off camber downhill corner, and several came to grief as the front wouldn't turn in. I let off the brakes and the front crept round, and a blast of the pedal pulled us round in the rut at the bottom. The final climb was great, and after a bit of work from Dave in the passenger seat we got clear of the 1 board... great fun. Back to the ruts though on the last section. I know Abdon Liberty is really slippery at the top, so went low on pressures, but found the middle bit to be deep with ruts, and that's where we stopped. The journey home in gale force winds and rain was interesting to say the least, but at least it washed a lot of the mud off.

Overall, it wasn't our greatest event. Pretty frustrating to fail 3 sections on rut depth and one on roughness. I know it's really tough for the organisers, especially losing favourites in Jenny Wind and Flounders where we usually do well, but we felt like we didn't really have a chance this year. At least the car made it round and back home pretty much trouble free, so there's some time to sort it for the Land's End.

Clee Hills Trial 2024 Mark Wills Number 1, Beta Alp

This was my second first Clee Hills Trial. At my first last year I rode with my son Joseph, and he won overall bike with myself coming second. So, I was confident of another good ride and was looking forward to it. However, the ground was very wet, muddy and slippery which meant it was quite different to 2023. I did a lot of travelling last year, travelling down to Devon and Cornwall from Leicester and staying overnight on the Saturdays, trialling on the Sunday and four hours' drive back home after the trial. So, the Clee Hills, at Ludlow, is only a couple of hours drive from home, so I didn't book into accommodation.

I met up with Simon (Fillan) who I rode a lot with last year, Simon coming up from Newton Abbott, and George (Godkin) who took a bit of a break from ACTC last year so great to see him out again. George had just picked up a brand-new Beat XTrainer 300cc which looked really good and just the job for the conditions we encountered on the trial as the day progressed.

The first hill, Harton Wood, was a nice lane but you had to concentrate well to clean – all three of us going well. Heywood Common next – another good classic hill.

Next the special test at Coats Farm. We took care here as we didn't want to slide and end up on the floor on the concrete. I decided to stand up on the pegs – better balance as we weren't allowed to foot on the test. Test passed Ok we me happy I had gone well, I think. Off we went along the old railway line to the next section, Coats Wood. It was really wet and slippery in the field up to the section. This was the first real indication of how wet and muddy the trial could become. It was slippery going up the hill and had to be cautious across the camber across the field then good climb out to top of hill. George had a front-end puncture, but Simon pumped it up with his electric pump and it stayed up all day – so that was a good bit of luck. Longville went OK.

It was picturesque waiting in the woods at Easthorpe and suddenly the trial had become much more challenging because the hill looked very slippery

under the leaves and grass – and so it transpired – Simon and I not reaching the top but George going great on his new machine.

Majors Leap was another muddy section with the first group of us all failing to get very far as it was so slippery. George and I seemed to take the long way round to get out of the woods and met up with Simon on the road on the way to the next section.

We were early arriving at Harley Bank so waited for the marshals to set the section up. I was able to get some traction up the first part of the section but was too slow going around the left-hand corner and lost momentum. I was struggling for grip going up the steeper part and eventually spun out – well disappointed. Simon struggled as well but George again had a good clean – really pleased with the first time out on the bike.

We stopped for petrol and a chat at the Shell station as we were still running early. Then we set off and waited just a few minutes at the time control. Off then to Meadowley Wood section. Simon and George went before me, and both were slipping and sliding until out of sight from the start line. I decided to go in the left side wheel rut – all OK but drifted into the middle of the section as the gradient got steeper and was struggling for grip eventually get crossed off and stopping. Simon had struggled but George again went really well – George having a great ride. I'm beginning to think I need to get an XTrainer!!

We waited at Hungerford Steps for a while as we were still very early – we hadn't any problems to slow us down and early bike soften run early on these events. Another chance to have catch up chat.

We remembered the awkward deep ruts on this section. It's a great section up to where the ruts start and then it's a real battle. We decided we would try to keep in the middle out of the ruts, but we all ended up in the ruts and footing.

Them more of a windy technical section at Oak Dingle which was really good. The track for the cars was really wet and muddy again as we found out when descending from our section. I was happy to have cleaned a section again!

That changed again at Abdon Liberty – I stayed in the middle after the first left turn and again struggled to grip – I think I should have stayed in the left side wheel track – maybe next year. This one caught George out too and Simon did well in getting a bit further than both of us. Then I saw John Reeves on his KTM go straight up clean – so is it a Xtrainer or KTM – or shall I stick with the Alp and put some new tyres on?

We have a leisurely ride back to the finish and enjoyed a hot drink with friends before setting off for home. Thanks to organisers and marshals as always.

Crackington Table 2024 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Clouds	Exmoor	Chairman's	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
David	Golightly		10.6	10.7														21.3	2
Matt	Facey		10.2	10.7														20.9	2
Sam	Holmes		10.2	10.5														20.7	2
Paul	Jones	5.0	8.3	4.9														18.2	3
Nick	Deacon	8.0		9.7														17.7	2
Steve	Hill	8.0	9.6															17.6	2
Stuart	Highwood	8.0	9.5															17.5	2
Karen	Warren	8.0		8.9														16.9	2
Gregory	Warren	8.0		7.7														15.7	2
Julian	Lack	5.0	10.0															15.0	2
Bob	Tozer		8.5	5.7														14.2	2
Dean	Partington		11.0	~~2.0~~														13.0	2
David	Middleditch	8.0	4.9															12.9	2
Dave	Haizelden			10.7														10.7	1
David	Slade		10.6															10.6	1
Joshua	Moss			10.0														10.0	1
Jack	Selwood	3.0	7.0															10.0	2
Paul	Watson			10.0														10.0	1
Dean	Vowden			9.9														9.9	1
Giles	Billington		9.6															9.6	1
Keith	Farrance			9.3														9.3	1
Aaron	Haizelden			9.0														9.0	1
John	Charles		8.9															8.9	1
Peter	Ashford	8.0																8.0	1
Gary	Browning			8.0														8.0	1
Nicola	Butcher	8.0																8.0	1
Brian	Hampson	8.0																8.0	1
Robert	Holden	8.0																8.0	1
Paul	Merson	8.0																8.0	1
John	Early		7.9															7.9	1
Michael	Leete		6.9															6.9	1
Jonathan	Toulmin		6.6															6.6	1
David	Foreshew			6.0														6.0	1
Stewart	Green		6.0															6.0	1
Philip	Aubrey		5.9															5.9	1
Simon	Oates	5.0																5.0	1
Alan	Selwood	5.0																5.0	1
Patrick	Warren	5.0																5.0	1
Mike	Wills	5.0																5.0	1
Andrew	Dams	1.0		2.0														3.0	2
Stuart	Holton		3.0															3.0	1
Simon	Woodall		3.0															3.0	1
Dick	Bolt	1.0																1.0	1
Mike	Warnes	1.0																1.0	1

Wheelspin Table 2024 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Clouds	Exmoor	Chairmans	Torbay	Lands End	YOrkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Matt	Facey		9	4														13	2
Julian	Lack	5	8															13	2
Dean	Partington		10															10	1
Peter	Ashford	8																8	1
Nicola	Butcher	8																8	1
Nick	Deacon	8																8	1
Brian	Hampson	8																8	1
Stuart	Highwood	8																8	1
Steve	Hill	8																8	1
Robert	Holden	8																8	1
Paul	Merson	8																8	1
David	Middleditch	8																8	1
Joshua	Moss			8														8	1
Karen	Warren	8																8	1
Gregory	Warren	8																8	1
Aaron	Haizelden			7														7	1
Gary	Browing			6														6	1
David	Golightly		6															6	1
Sam	Holmes			5														5	1
Paul	Jones	5																5	1
Simon	Oates	5																5	1
Alan	Selwood	5																5	1
David	Slade		5															5	1
Patrick	Warren	5																5	1
Mike	Wills	5																5	1
Jack	Selwood	3	1															4	2
Paul	Watson			3														3	1
Dick	Bolt	1																1	1
Andrew	Dams	1																1	1
Mike	Warnes	1																1	1

Navigators Table 2024 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Couds	Exmoor	Chairman's	Torbay	Land's End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Hollie	Facey		10.2	10.7														20.9	2
Jack	Highwood	8.0	9.5															17.5	2
Emma	Harvey		8.3	4.9														13.2	2
Dee	Champion			10.7														10.7	1
Abbie	Jeffery	3.0	7.0															10.0	2
Denise	Petrie		9.6															9.6	1
Robin	Charles		8.9															8.9	1
Thomas	Gladwyn	8.0																8.0	1
Nick	Sherrin	8.0																8.0	1
Natasha	Early		7.9															7.9	1
Ruben	Foreshew			6.0														6.0	1
Melanie	Oliver		6.0															6.0	1
Tom	Aubrey		5.9															5.9	1
Lisa	Dams		2.9	2.0														4.9	2
Marianne	Holton		3.0															3.0	1

Dee Champion enjoys Navigating!!

Photo by Duncan Stephens

Pouncy and Red Rose Bowl National League CLASS 2024 up to Clee Hills

Pouncy League		Exeter	Clee Hills	Exmoor	Chairman's	Torbay	Lands End	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Tarka	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Kathryn	Martin	10.0	8.4	.	.	.	.	.	.	.	.	.	.	.	.		18.4	2
Simon	Fillan	6.0	8.0														14.0	2
John	Reeves		11.0														11.0	1
George	Godkin		10.0														10.0	1
Keith	Sams		10.0														10.0	1
Stephen	Brims		9.3														9.3	1
Derek	Walter	6.0															6.0	1
Arty	Cameron		5.0														5.0	1
Andy	Beveridge	3.0															3.0	1
Chris	Barham																0.0	0
Mark	Bowden																0.0	0
Neil	Browne																0.0	0
Ryan	Eamer																0.0	0
Lee	Sample																0.0	0
Red Rose Bowl																		
Geoffrey	Westcott	6.0															6.0	1

Pouncy National League OVERALL 2024 up to Clee Hills

		Exeter	Clee Hills	Exmoor	Chairmans	Torbay	Lands End	Yorkshire Dales	Taw Torridge	Edinburgh	Tamar	Tarka	Emoor Clouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Kathryn	Martin	10	8	.	.	.	.	.	.	.	.	.	.	.	.		18	2
Simon	Fillan	6	11														17	2
John	Reeves		15														15	1
George	Godkin		14														14	1
Keith	Sams		6														6	1
Derek	Walter	6															6	1
Andy	Beveridge	3															3	1
Arty	Cameron		3														3	1
Stephen	Brims		2														2	1
Chris	Barham																0	0
Mark	Bowden																0	0
Peter	Browne																0	0
Ryan	Eamer																0	0
Lee	Sample																0	0

FORTHCOMING EVENTS

Date	Event		ACTC Cars Champ 2024	ACTC Invite	Car/Bike Class 0?	Pouncy League 2024	Red Rose 2024
Fri 5 Jan	**Exeter**	**MCC**	**Bonus Round**	**No**	**Yes-Both**	**Bonus Round**	**Bonus Round**
Sat 6 Jan	**Exeter**	**MCC**		**No**	**Yes-Both**		
Sun 14 Jan	Bodmin Heights	Camel Vale					
Sun 21 Jan	**Clee Hills**	**MMMC**	**Round 1**	**Yes**	**Yes-Cars**	**Round 1**	**Round 1**
Sun 4 Feb	**Cotswold Clouds**	**Stroud**	**Round 2**	**Yes**	**No**		
Sun 11 Feb	**Exmoor**	**North Devon**	**Round 3**	**Yes**	**No**	**Round 2**	**Round 2**
Sat 24 Feb	Exmoor Fringe	VSCC					
Sun 25 Feb	**Chairmans**	**Holsworthy**	**Round 4**	**Yes**	**No**	**Round 3**	**Round 3**
Sat 2 March	Derbyshire	VSCC					
Sun 3 March	March Hare	Falcon		Yes	Yes		
Sun 3 March	Launceston	L&NCMC		No	No		
Sat 16 March	Herefordshire	VSCC					
Sat 16 March	**Awards Evening**						
Sun 17 March	**Torbay**	**Torbay**	**Round 5**	**Yes**	***No***	**Round 4**	***Round 4***
Sun 17 March	Herefordshire	VSCC					
Sun 24 march	Single Venue Classic	Stroud		Yes	No		
Fri 29 March	**Lands End**	**MCC**	**Bonus Round**	**No**	**Yes-Both**	**Bonus Round**	**Bonus Round**
Sat 30 March	**Lands End**	**MCC**		**No**	**Yes-Both**		
Sat 13 April	Scottish	**VSCC**					
Sun 21 April	Presidents	Camel Vale		Yes	No		
Tues 23 April	**ACTC Meeting**						
Sun 12 May	**Yorkshire Dales**	**A&PMCC**	**Round 6**	**Yes**	**Yes Both**	**Round 5**	**Round 5**
Sun 19 May	Bovey Down	Windwhistle		Yes	No		
Sun 16 June	Testing Trial	MCC					
Tues 27 Aug	**ACTC AGM**						
Sun 15 Sept	**Taw & Torridge**	**Holsworthy**	**Round 7**	**Yes**	**No**	**Round 6**	**Round 6**
Sat 28 Sept	**Edinburgh**	**MCC**	**Bonus Round**	**No**	**Yes-Both**	**Bonus Round**	**Bonus Round**
Sat 12 Oct	Welsh	VSCC					
Sun 13 Oct	Welsh	VSCC					
Sun 13 Oct	**Tamar**	**L&NCMC**	**Round 8**	**Yes**	**No**	**Round 7**	**Round 7**
Sun 27 Oct	**Tarka**	**North Devon**		**Yes**	**No**	**Round 8**	**Round 8**
Sun 27 Oct	**Mechanics**	**Stroud**	**Round 9**	**Yes**	**No**		
Sun 3 Nov	**Exmoor Clouds**	**Minehead**	**Round 10**	**Yes**	**No**	**Round 9**	**Round 9**
Sat 9 Nov	Lakeland	VSCC					
Sun 10 Nov	Remembrance Sunday						
Sat 16 Nov	Cotswold	VSCC					
Sun 24 Nov	**Allen**	**BMC&LCC**	**Round 11**	**Yes**	**No**		
Sun 24 Nov	**Neil Westcott**	**Exmoor**		**Yes**	**Yes-Bikes**	**Round 10**	**Round 10**
Sun 1 Dec	**Camel Classic**	**Camel Vale**	**Round 12**	**Yes**	**No**	**Round 11**	**Round 11**

8
ABM 351B

R321 MFP
73