



RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

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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)*

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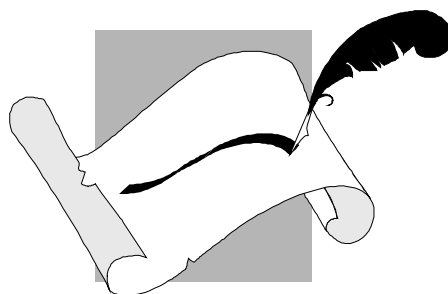
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CONTENTS

Chairman's Chat	3
Sect's Spin	4
Bike Bits and Stuff	5
Torbay Trial	6
Yorkshire Dales	9
The Bovey Down	16
Taw & Torridge	22
MG Autumn Trial	34
Edinburgh Trial	36
Championship Tables	49
Forthcoming Events	52

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EDITORIAL

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Firstly I would like to thank all of the contributors to this issue of Restart. 52 pages again and I have had another Edinburgh article, which there is no room for. So you will have to wait until the January issue to read Kathy Martin's interesting article on the Edinburgh

Just in case some of you are thinking about writing about your trial experiences for posterity I would be glad

to publish these and would like to remind everyone that a hard copy version of each Restart goes to the British Library at Boston Spa, so they will be available for ever....The British Library are obviously happy about this, as if I am late in sending them one they send me a reminder!

Please don't wait to be asked to contribute... you can just send to my email address. (PS I can accept paper copies as well, if necessary)

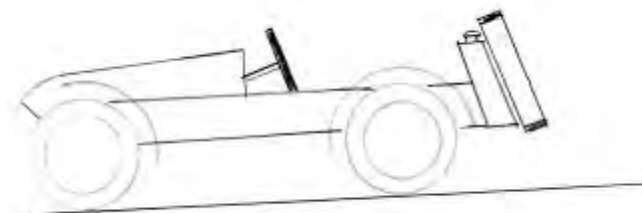
And finally please note that there will be an ACTC Calendar for 2025. As I write it is at the printers. Full details are on page 24. I look forward to your orders!

Enjoy your trialling!

Best wishes,

Pat

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CHAIRMAN'S CHAT

Well after the summer break it was good to get the wheels turning again, and what a great start with bumper entries on the Taw Torridge and Tamar. Yours truly was allowed to take the Deere out and had a respectable day on the Tamar. Aaron and Jack are very busy on the new class 7 car and are hoping to debut on the Exmoor, fingers crossed.

We've had a ACTC committee meeting and discussed tyres , classes and overhangs, the minutes are on the website.

Had a meeting with the Exeter team to implement there ideas for spectators at the top of Simms,

expect to see a few No Go areas at the summit.

As the nights are drawing in the championships are hotting up, the Wheelspin is too tight to call and we might see our First Lady Crackington champion ??.

Keith and I have been out searching for some new hills for the Torbay Trial but with no success and is a real danger of not running as we have lost our wood complex at Ashcombe.

Sad news to see the picture of Paul's Imp on the trailer, I'm sure he will be back on the hills soon, best wishes Paul. I've heard there's an X 90 Jo for sale.

All the best on the hills!

Dave H ...



(Photo by Dawn Bewes)

Sect's Spin

At the time of writing it is just after the successful Tamar Trial. Another great sell-out event with clearly lots of effort put in by the organisers. Similarly the Allen Trial entries have opened this week and was 50% full within a few hours. This is a great sign for our sport which I hope will continue into 2025.

This week Dave and I have been out in the rain doing more Torbay Trial Section hunting this week as we have lost Ashcombe Woods due to landowner wanting a huge increase in fee. A potential new Section has been found and a couple of other lines of enquiries will be explored further in the coming weeks.

14" Tyre availability has hit an all time low with virtually nothing suitable on sale at the moment. I had seven used tyres

around the back of my garage waiting for my next trip to the dump but have brought three of them back indoors to be used again! If the situation doesn't improve I might need to raid some that are being used as a safety barrier at a local Go Kart track! ☹️

As we are now getting towards the sharp end of the Championship year best wishes to those contenders who will be fighting it out on the hills for those valuable points.

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

Regards,
Keith Sanders
ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

We're finally at it! After a summer of work trips and DIY I've been counting down the days to the first trial of the autumn and the Taw and Torridge didn't disappoint.

Earlier this year I took the plunge and bought a KTM combination so with a little tuition from Chris Barnicoat, Bob Smallacombe and myself embarked on our sidecar career. The Torbay trial was a steep learning curve, Land's End a little better, and a couple of Launceston & North Cornwall testing trials set us up for our first real effort at a one-day event. We both made errors but I'm finally learning to ride the outfit harder than I would ride a solo.

The Taw and Torridge was well subscribed and the sections in excellent condition. I miss the Exmoor Clouds being the first event after the summer break, but look forward to riding the sections in muddier conditions.

Tonight, I read that only one motorcyclist responded to the championship monitoring survey for the Taw and Torridge event which is a shame – I'm sure the organisers welcome constructive feedback, so I'd encourage all competitors with access to the form to submit their views and help shape future events.

I'm writing this article a few days before the Tamar Trial which is fully subscribed, with 38 of the 96 entrants being on two or three wheels. While a good number of bikes, the numbers seem to be a little hit and miss for the classic trials. Notwithstanding the popularity of the LDT scene, is there something we could be doing to encourage more motorcycle entries? If you have any ideas, let me know!

Take it easy,

Best regards,

Andy Beveridge
Motorcycle Co-Ordinator



(Photo by Peter Browne)

Torbay Trial 2024 - the Muddy One! By Dee Champion

Now we all know that when Dave & Keith get their devilish heads together, they always put on a fantastic trial, as they themselves are skilled drivers in class 5, LOL! So, they know how to make the hills a challenge & exciting when preparing the sections they have lots of ideas with trying to catch out the class 8s on the restarts. With stakes placed in position then standing back to observe on how the hill would be tackled, they then change it accordingly before the final layout, is accepted by them both & they are happy with their decision. But of course, sometimes they have to revisit their handy work due to weather conditions and again the stakes rearranged. They had 17 sections to play around with.

The ACTC Awards evening was held the night before at Padbrook Park Hotel in Cullompton. As this was the 40th anniversary it was great to see so many in attendance especially some of the older trialliers like Brian Alexander with everyone in the foyer enjoying the drinks and having a good old chit chat. Everyone was looking stylish with big smiley faces.... That will all change on the Sunday! The main room, where each table seated 8 people, with 8 tables altogether with names on each one. The food was delicious & the wine was flowing, with John topping my glass up frequently I did have to remind him that I was navigating for him in the morning & that we were the last car, so I can't afford to make any mistakes by getting us lost due to having a thick head!

Once the food had been served and devoured it was time for Giles Greenslade to present the awards, behind the scenes its all down to Pete and Carlie Hart making sure that all the trophies are laid out correctly in order of

the presentation. There were some technical problems with the computer uploading the results, Norton was at the rescue & with a bit of fiddling with the keyboard we were up & running again.

A big congratulation to Jack Selwood and Mark Wills who were there to collect their championship winning trophies, but for me, being the top navigator is not really because of my skills in reading the instructions, its all down to my driver who knows what he's doing & familiar with some of the routes like the back of his hand. He also has a lot of patience, so if I do make a mistake I get questioned & I'm quick enough to rectify my error. Substantially I need to say a very big thank you to Dave for giving me the opportunity of riding beside him in the hot seat, we have certainly had an awesome year.

The quiz was interesting & the banter from Mike Jones who had put it together was what made it a success, this & jokes were hilarious, he had everyone roaring with laughter. Our table did win the quiz which I'm happy we did as Dave, Keith, James, Mike & Norton, being the top guys know a lot about trialling! As the night came to close it had started to rain. All through the night I could hear the heavy rain pelting against my bedroom window, I knew that the Torbay Trial was going to be even more of a difficult task & knew that it was going to be considerably rigorous & demanding. As we have had rain almost every day for the last month! By about 7 in the morning, it was beginning to brighten up with the rain stopping.

Meeting John at the Exeter Court Hotel, for signing on, which was carried out by Rupert Barker the event Steward & Treasurer, with Dave Sims helping him. Today was going to be John's first trial since the Porsche retired, which has been a good couple of years. A nice purple Lotus Elan which has had a lot of TLC to get it ready for this event John

was up early this morning putting the last touches to it. In the car park of the hotel Mike Greenwood & Matt Facey were checking it out the engine under the bonnet a tool box was in assistance as the HT leads were swapped around because they were only firing on 3, a bit of screwing was also in process, I hope Matt & Mike are not sabotaging our chances mmm ... they reassured us that the car was in top form now that they had put their hands on it. Time to be scrutineered by Graham Sweetland who was also the course closing car.

It was lovely to see Paul Allaway at the start line waving us on to begin the day of adventures. The trial was in reverse order this year, making our way past the Ley Arms towards Mamhead along the country lanes the sun was shining through Ashcombe towards a gateway to the woods. As we made our way along the track it was thick deep mud and as the Lotus is very low you could hear the grinding of the mud & grit along the bottom of the car.

On reaching the first hill, SO FAR AWAY, you could already see the commotion going on as an x90 was well & truly stuck in this steep rocky deep wet mud. That was Nick Deacon, and no amount of pushing was helping, so a bit of a hold up here, James who was using Dave's Scimitar assisted in towing Nick out but even that was some what challenging as more bodies came to help.

Once out of the section it was discovered that they had a puncture the tyre had come away from the rim & that is why it had been hard to get out. As James was sorting out his tyre pressures after deciding to go a bit lower John thought it would be a good idea to jump in front. We were ready, ..." take it slowly John, it doesn't matter if we drop lots of points just get the feel of the car & let's have a fun day competing & seeing the finish" OMG what a ride up

that hill, John just went for it ,as everything we drove over you felt I was rocked around & my whole body was shaken to bits like a blender as we are heading to marker 3, "go on John" I shout with a little bit of screaming as we bounce of the rocks you can get to the top keep going," BANG! We stopped, ahhh "well done not a bad climb". John looks across at me & says ... "that's it we are not going any more I think the diff or gearbox has broken" & that was the end for us! We needed help manoeuvring down the hill as the back end of the Lotus was so close to a tree, again lots of help from others but we were not moving, so Keith had to tow us out.

Once safely out of the way of the section, John had to 'phone his son to come & rescue him, as he hadn't brought the trailer with him as he was hopeful that the Lotus wouldn't break down. Graham in the closing car had to tow John back to the car park once the competitors had attempted the section & they were then closed. As it was still quite early, I didn't want to go home so I spoke to Keith & asked if I could jump in with him to help to marshal which he agreed. So, I abandon John, he was OK about that, as he knows I like to get involved with all aspects of trialling. Out of 78 cars only 7 people gained points on the first section.

Keith then decided we would drive to Coombehead Creek to catch up with Dave, when arriving & making our way along the lane to the start it was like a stream, but not with water flowing it was just slushy liquid mud. It was so deep and when we caught up with Dave, I offered him a nice cup of tea, but once I stepped into the mud every footstep was a challenge as you weren't sure if your foot would still have its boot on. The mud was sucking you in and it was just so slippery a few times I almost slipped over. Dave was just covered in mud from head to toe. Andy Bolt was at the

junction of Coomehead Creek & Combehead Copse he was ensuring that the cars were flowing & that there was no congestion. A retirement for Nigel Dell in a Marlin Roadster. Once these hills were completed Dave then said I could jump in with him & marshal on Kingswell. Unfortunately, Gale Gorse, caught out Peter Ashford as he was having gearbox problems in the X90, Dave Carter in a Peugeot 205 broke the driveshaft.

Driving along the A38, we noticed a trials car ahead and we weren't quite sure who it was, Dave said " I wonder who that is as they are going the wrong way, as this route isn't in the route card" As we get closer, we realised it was Aaron. He had just dropped 9 points on Birchanger Bank, winding down the window & sounding the horn to grab his attention he informed us that they were calling it a day as the car wasn't running right, he was heading home to watch Man United with a few beers instead. I think we did a bit more damage to the Deere when we used it a couple of weeks ago, so it looks like they will be going through it with a fine-tooth comb to get it to the standard it was before. Stuart Highwood also retired on Birchanger Bank in his Scimitar.

Arriving at Kingswell it also was just sludgy thick mud, I helped at the start line with Anna Robinson whilst her husband helped further up. With the last 3 hills here every car & almost every person was just covered in mucky, goeey mud, but they were going to have a lovely surprise as they would soon be covered in proper farmyard muck hence cow shit when they head to Palfrys, the last hill of the day which was manned by Phil & Aiden Parker & Mike Warnes.

Kingswell Lane was definitely tough with only a few reaching the top the deviation for class 8 & the restart had been cancelled due to the conditions being so bad. Being at the start I did

see a lot of cars reversing bank down carefully, but I only managed to get splattered, by Andrew Dams in his Dutton, he always seems to catch the marshals with mud! Whist waiting & chatting to the competitors they said that it was the best most dirty & ruthless trial they had experienced & everyone still had a big smile on their muddy faces.

Even though I didn't get to sample all the hills I would like to say thank you to Torbay Motor Club & the two devils, ... you know who you are, for putting on a spectacular event, the feedback from the competitors was all positive.

Congratulation to the best sidecar overall goes to Richard Maddern with his passenger Chris Barnicoat. Best solo bike was Tristan Barnicoat.

The winners of the cars are as follows: Brain Hampson & Dave Turner X90. Duncan Stephens with Shelly Deacon class 8. Simon Oates & Steve Moir class 7. Andrew & Lorraine Rippon class 6. In Dave's Scimitar in class 5 goes to James Shallcross & Mike Greenwood. Class 2 was won by Roger & Ruth Ashby. Finally, the best overall car went to Matt on what was a Facey & Rob Holden in the BMW. Well done to you all for achieving on what was one of the hardest & muddy trials.

It took me 4 days to clean & sort out the stakes with the lingering smell of the farm. But that is one of the joys of being part of this sport. Getting down & dirty on a Sunday!

Best wishes,
Dee

Yorkshire Dales and bust by Myke Pocock

With the demise of the Durham Dales Trial some years ago for cars, now only running for bikes, and my own club, Fell Side Auto Club's Northern Classic Trial consigned to history due to ever increasing costs within Forestry England (FE) forests, ridiculously restrictive regulations for classic trials in those forests mostly due to MSUK's newly negotiated Master Agreement with FE and on top of all that FE's own increased regulations the Yorkshire Dales is now my closest classic trial. Following my last trial, the Cotswold Clouds, fresh tyres were a priority as on inspection after the competition the tread was actually breaking away from the carcass exposing the wire. Not very conducive to traction and a reminder to inspect my tyres closer. Viewing a video of me on one section reminded me that I should address the issue of too much bounce on the front end that has existed for ages. Time to bite the bullet and increase the cars value by a considerable percentage, a set of Gaz adjustable shock absorbers were purchased. Fitting was however not exactly plain sailing as, in addition to them being fatter than standard the bottom mounts were also different. Raiding the metal scrap bin and some garage time, I eventually had a set of mounts made and fitted. All good to go.

Our journey, with my usual passenger Chris Veevers once again on board, of just over 100 miles saw the last few in thick fog which, fortunately, cleared just as we dropped down into Pately Bridge. Signing on and scrutineering was completed efficiently but it was a disappointment to see just under 30 cars entered. A shame for the organizing club that has seen a full entry of 100 cars and bikes in recent years.

It's always nice to have an easy section as a starter to tune you in to the day's competition but that certainly cannot be said of Watergate 1! After a wait of around 20 minutes or so we were dispatched from the holding control and shortly set off on the section. Starting with a short downhill track we crossed a shallow stream without the severe drop of last year as the organizing team had arranged to grade the entry into the stream. This hopefully allowed us a marginally quicker attack at the hill which is a steepish uphill gully of soil and rocks and with better weather in the preceding week I had hopes of a better score than last year. The trials gods had other plans and we ground to a halt with an identical score to last year of 8, We tried though.

Reversing back down and with a swift three-point turn [my driving instructor of years ago would have been proud of his pupil!] we had a short run on the road and back into the same venue for Watergate 2. This section is primarily in a large 'bomb hole' but the start is some yards from the lip of it. Sadly, Brian Colman retired here with terminal rear suspension failure. Prior experience told me that the last short, very steep exit needs to be done at speed, but it usually wasn't that easy as it wasn't a straight run to build up the speed, but the hill set up this year was slightly different I felt. A shortish run on grass then descended steeply into the bomb hole and then a run to the uphill challenge. We got it just about right but a few feet from the top Baldrick decided that the right-hand bank looked ever so inviting and we hit it at speed, throwing the car to the left and then popping out of the top for a zero to celebrate in the usual childish manner! Whoopee!

However, my new shock absorbers were not exactly operating at peak performance, as the new lower mounts that I had manufactured were proving to be not as intended as they were coming loose, meaning that throughout the day

I needed to dive under Baldrick to check and tighten the mounting bolts. In fact, I found that one bolt had torn away its captive nut.

Our next challenge was Dry Gill 2. Starting on an uphill farm track it crossed another track then deviated to the right up a grassy, long uphill gully which would be a nightmare in the wet. Fortunately, the day was dry, and we had good traction although with the ground so dry, even on grass, we banded and jumped our way to a final steep loose soil uphill bit where we spun to a halt with a 4 which looked to have caught out a few others as well, indicated by the exposed soil. Fortunately, the deviation from last year was absent that almost put us on our side then.

With a short run of around 6 miles, we then arrived at the Strid Wood complex of 4 sections. The first has been part of the Dales for years and for those not familiar is what could be described, I suppose, as an uphill curving gully with a peaty kind of base. In the beginning it had a severe step halfway up and in the early years I failed it every time. However, in recent years it has, with the passing of numerous cars on The Dales and other events, become less severe so a clean for us was become marginally easier. Nevertheless, speed is our saviour and we set off at a rate of knots arriving at the step to find that it appears now to be two, rather than one perhaps due to cars spinning their wheels and creating a dip. Baldrick decided that if attacking the bank was successful on Watergate 2 then let's give this one the same treatment. I have to admit to having little control over the following route up the section, but it resulted in a bang on the head when I was thrown to the right but a clean. What fun though and the marshal on duty enjoyed my performance as well! I claim Performance of the Day on this one!

Strid Wood 2 has been the same for years, uphill on grass to a 90 right on to a farm track then shortly a left and uphill. This one is mostly about the first right turn. Go at it too quickly and you attack the bank on the turn and it is difficult to recover. That was our downfall. Strid Wood 3 and 4 were both on grass and again would have been difficult if it had been wet. Fortunately, the weather all day was glorious, and we cleaned both.

Again, with a short run through some stunning scenery we arrived at Hawpike Farm for their two sections. The first again was up a grassy gully that could have been a stream at some time in the past, twisting and turning up hill in a field. Again, with speed off the line we cleaned it but it wasn't plain sailing as I had to drop the clutch a couple of times to build revs and gain traction as we were losing power. Perhaps a higher tyre pressure would have been better. Hawpike 2 was again a staple of the trial, starting just before a gate, shortly crossing a small stream and then immediately a very sharp short steep uphill gully before twisting and turning on grass to a Restart. Watching a previous car almost destroying the bank on the first uphill I decided to go slightly right and popped out of the end but eventually failing the Restart. The first timed Observed Test followed which is always a fun run through a number of marked gates to a finish astride a line. Nice to have a blast and followed with the local farmer accompanied by his venerable vintage tractor and compressor to pump our tyres up.

Time now for the lunch halt where we caught up with club member Chris Sievers competing in his Ford Popular and having one or two issues that he was addressing. Sadly, the results show that he retired after the lunch halt. He explained that he was not comfortable with the performance of the fresh carb he had fitted and plans to return to an SU that had proved to work well before.

We then had the longest run between sections of around 16 miles to the two Sword Point sections. Number 1 was amongst mature softwood trees, again a nightmare if wet as the surface is soil. Even getting to the start line in the wet can be a pain but this year no issues. The start is on an angle to the uphill part of the section but no problem to get away but there were exposed roots to negotiate particularly approaching and at the Restart line where they got even bigger. The Restart proved to be little challenge and then there was a further uphill run, a 90 left then a flattish run between trees to the end. A pleasing and enjoyable zero on the score card.

Sword Point 2 was my most enjoyable section and that was, for me, one that needed full commitment. Memory doesn't serve me well, but I cannot remember ever cleaning this one. Last year we were offered a choice of the route at the start of the section, straight up through the trees or deviate slightly to the right on slightly flatter ground. I was confused initially this year and questioned the marshal if we still had a choice but understood the answer to be no. The left-hand side of the section appeared to be marked with coloured poles but as a colour-blind person they were difficult to identify amongst the trees and undergrowth. The section is uphill amongst trees on a peaty soil base. Taking care not to make intimate friends with any of the substantial softwood trees in the wood we had the last few metres to tackle. The ground was very soft peat but with hidden severe bumps which could easily be rocks. Much to my surprise we bumped and crashed to the end of the section and on to the forest track to the sound of spectators clapping and infantile whooping from within Baldrick's cabin. Terrific.

Sean's Wood was our next challenge. This venue typically contains a number of sections but due to forestry

operations we had a very simple long run on a flat forest track, easily dispatched with no problems for any of the entry.

Arriving at Brimham Lodge we were greeted with a group of 6 cars waiting as a certain red X90 had decided that having not quite cleaned the hill with a score of 1, the pilot would test the ability of the recovery team having developed an intimidated interest with a small stream. Derek's blushes were saved via the successful efforts of the local farmer and his telle-handler. Our efforts score wise were not as successful with a disappointing 5. I was expecting better even on long grass.

The second Observed Test was to a familiar pattern being a simple run through gates to a stop line.

Our last two sections, West Wood 2 and 3, were new to the trial last year, in old woodland. The first, used for the first time last year, was a very short run on soil amongst trees to a steep, short run to the end and cleaned. Unlike last year when the second section ran off the access road, this year it was straight on to it after the first. The start line marshal was very informative about hidden stumps on a left bend part way round the section. His concern was that if we dropped on to it our sill would be damaged. Despite him standing close to the offending item I couldn't see it due to the long grass and weeds covering it, the bend was tight with a tree on the corner, and we had no option to cut the corner and ended up on the stump. A disappointing score of 6 and perhaps if the section is to be used again, some work is needed to remove the offending item. Driving out we were greeted by Stan Peel who, at 84, is still involved in the trial as he has been for many years. Many of the sections used over the years had been found and negotiated by Stan, using his knowledge of landowners through his work as a potato dealer.

Whilst we didn't worry the awards engraver we had a thoroughly enjoyable day in glorious country. There were few hold ups and the marshalling and organising team were cheerful and efficient all day. However, I imagine for the organizing team, the drop in entries is a worry and if trials do not get sufficient entries, then they are unsustainable financially. The Durham Dales only had 12 cars entered before it closed to them and if it hadn't been for bike and vintage entries The Northern would probably have disappeared some years ago. Use it or lose it!

The following day I investigated the lower shock absorber mounting issue and discovered that on one side half the lower spring pan had been torn away and the result was that the complete mounting failed resulting in no shock absorbing on that side. On the other,

and don't tell anyone this, apart from the loose mounting when I fitted the new shock absorber, I had fitted the upper rubber bushes the wrong way round resulting in one being totally annihilated. The lower wishbones have mountings at the front and rear to allow for adjustment of the suspension geometry. The rear one on the near side had fractured some time ago and had then pulled the mounting away from the bulkhead. Yorkshire Dales and bust! So, my experiment with adjustable shock absorbers will have to wait for another day to see if my theory works out in practice. more garage time but without the sophistication of a pit or lift, lying under the car for a good part of a day leads to two further days recovery. The joys of old age and trialling!!!

Myke, Chris and Sir Baldrick

The Yorkshire Dales Trial by Derek Reynolds

Setting out from Northumberland to pick up my navigator further south in Durham the weather was warm but not as hot as the previous day. Lovely for fun day out on the Yorkshire Dales I thought and with it being so dry there was a chance I may clear some hills for once. My X90 has no grip on wet grass despite trying different makes of tyres but it was going to be different today!

I was picking up Alan Bee, my navigator from a mutual friend in a very pretty village Heighington north of Darlington. Keith Dobinson, who was also competing in his X90 and introducing Rob Moore as his navigator to classic trials. Despite the usual road works we made good time to Pateley Bridge Auction Centre which provides all the necessary for the start of a classic trial. Plenty of parking and a good breakfast,

after being scrutineered, signing on and obtaining numbers

The motor bikes were away first and we never saw them again. They were in the majority this year with 39 entries. Cars numbered 28 entries but not all turned up being distracted with other pleasures. It was good to see such good support from as far afield as Edinburgh, Chris Morison of The Fell Side testing his Citron AX instead of his usual Liege to Paul Merson from Minehead. Then it was the turn of class 8. Well, I have my usual gripe here. Seeded entry lists and I know other clubs do this too. Yes, it can be an advantage or a disadvantage, but the rest of the entries was an across-the-board mix. My preference is for order of entry.

Off to the first section Watergate 1, a real classic section. Good route planning a few years ago meant there is a decent holding area prior to the section but no real hold ups this year, until I arrived. Fails in the past have had

to reverse around a ninety-degree left hander and back across a stream with a bank deep enough to cause cars to bottom out and requiring the assistance of a 4x4. The organisers had the bank graded this year which eliminated that problem.

This usually very rocky section had had a lot of mud washed onto it and I got loads of wheelspin grinding to a halt well before the restart line. Failing the first hill is the bitterest pill, especially one cleared in the past. Reverse then, and I remembered to use the hand brake, but still managed to get crossways between the banks. The car would not move either way even with a push. The Land Rover based at the bottom of the section had to drive quite a way round to the top of the section and then reverse down to drag me out, not easily done and I was most grateful.

On to Watergate 2 where you drop over a lip into a bomb hole and cannot see the route until the car begins to descend. Not too bad but this year the exit line had been moved to the left and I made a pig's ear of it, ground to a halt and had to take the escape route. Keith in his X90 was having no bother though and had cleared both. Next up Dry Gill which continues between grassy banks and is a roller coaster. I failed at my usual spot just before the end. Good job I am not depressive.

Off to Strid Wood also used by Preston and District VSCC. Some the sections were the same as theirs. The first which years ago was a stopper with a steep lip had been graded and was achievable. But more doctoring had taken place, and it was a switchback ride but at least we cleared. Next up was a run uphill with a sharp right onto a track then left onto a scrub area. It's the sharp right that always catches me out. Cut it and the X90 grounds. Too fast and I seem to hang over the edge ready to play Humpty Dumpty Down the hill. Opted for grounding

In the next field the two sections were bone dry and did not appear to be giving problems to anyone. Chatted to Myke Pocock and Chris Veevers who seemed to be having a good day in the Skoda.

At Hawpike the first section was dry too and we cleared ok. Have failed this in the past when it was wet. The next is a great section. Through a stream, straight between stone gate posts, sharp right up small rise then up a gully between two trees and right for the restart

The X90 had other plans, through the gateposts, right and jam on the rise! The Land Rover this time could not pull me out in reverse as we were too near the gate posts, so a bit of nifty driving took him over the embankment and into the gully where he dragged me out and up the section. Well at least I stopped him getting bored

The special test was at the usual spot in Highfield Farm. Cones laid out for us to cruise through. This is one to enjoyed at speed and I managed a decent time. Alan remarked that was only because I missed the first set of cones! Had my tyres blown up by the tractor always on duty. Much appreciated

Fewston village hall provided a more than adequate lunch stop. Really excellent food provided by cheerful ladies. Chatted to Pat and Jonathan Toulmin before heading off to Sword Point One

This through trees, with a restart, cleared this alright as it was dry. Sword Point Two was a bit tougher but we claimed a 2. How tough? Well, let's see the results first!

Seans Wood next and it has been described a motorway in the past as it is a wide track and on the day was dry and easy but when it's wet it's a quagmire

Now for the tricky section. Brimham Lodge a section in which I seem to get

in a bit of a pickle. Two years ago got a flat tyre when attempting the left uphill near the section ends. One of the marshals there helped me change that tyre using a cordless impact wrench which so impressed me with the speed that I bought one. X90s have 5 studs with fine threads that it takes ages to change tyres.

This year I set off and got well up but failed and had to reverse. The car seemed to want to head over the bank and into the stream, sideways. Some pushing, some pulling. but I was still very near the edge and going nowhere. Time to give the rescue squad some employment. Big rope, bigger tractor, dragged out backwards

Yorkshire Dales Classic Trial 2024 Mark Wills Number 28, Beta Alp

This was my first Yorkshire Dales Trial. I chose to drive up from Leicester in the morning, so it was an early start, but I really enjoyed the drive into Yorkshire – lovely scenery. Then the breakfast went down well.

I met up with Simon (Fillan) and George (Godkin) as usual with Will Clack joining our group again. Thankfully George didn't have a puncture this trial but to keep our bad luck of getting punctures Simon got a rear puncture which we sorted on route. This did mean we were at the back of the bikes with some cars mixing in with us.

The first section, Watergate 1, was a gentle start with a long climb up a grassy track leading to Watergate 3 for our bike classes. Watergate 3 was more of a one-day type trials section, a climb in a grassy gully, with a few rocks, disappointing both Simon and I had a

The Somerset Field special test went OK, I think. The last two sections were in woods where brush had been cleared after a fashion to make a trail. We cleared the first ok but the second with a very sharp left, rock on one side, tree on other. I chose the tree and then eased around and took a short cut, demolishing markers en route. My worst effort yet but had a grand day out

Signing off back at the Auction Mart bumped into Stan Peel the stalwart of the Yorkshire Dales collecting for the Air Ambulance. Stan once brought me tea and sandwiches as I waited to be rescued on a Dales Trial, but that is another story. Thanks to all organisers and marshals for such a great day.

"dab" near the top meaning with the dry conditions we were not likely to be top of the leader board come the end of the day.

Dry Gill 1 was a straight up straight section, grass hill climb – OK in the dry conditions.

The Strid Wood sections were again grass banks/sections but very dry meaning not much of a challenge for modern trial bikes.

Having gone up the long drive to Hawpike Farm, through the farmyard, we rode section Hawpike 1 which was a gentle long grass climb. Back down through the farmyard onto Hawpike 2. This looked like another grassy climb but not too steep. I started through the stream and then as I went up the section decided to go to the right of the tree near the 9 marker but unfortunately encountered a robust low tree branch which I couldn't duck under quickly enough. Banging my head (glad I had a helmet on) my hands and feet were knocked off the handlebars and pegs and I came to a halt in a daze. I gathered myself after a few minutes and

Roger &
Ruth Ashby,
Coates
Orthoptera



Stephen Hill &
Howard Gibbons,
Ford Model A



John & Natasha
Early,
Liege R

Torbay Trial

by Paul
Morris

carried on. However, with a headache and sore neck/back I just followed my mates and tried to avoid as many bumps as possible!

Lunch halt was great – great to see the caterers outside at the village hall. Due to our delays sorting Simon's puncture we only had a short stop, encouraged by the marshal, such that we would get to the next section before the cars.

Sword Point 1 was a good section as a climb up through the woods negotiating tree roots, an adverse camber bank and turn to the right out of the section. Again, very dry. On to Sword Point 2. Another hill in the woods with a restart with an exposed log across it, exposed I suspect from earlier bike spinning to get away. I chose to stop in exactly the wrong place (my excuse being my headache) and didn't get off the restart as planned – so dropped some more marks.

We filled up at Stumps Garage – great to see old fashioned “fill it up for you” arrangement. Then onto Sean's Wood – blast up a forest track. I can't recall Somerset Field.

West Wood 1 was a one-day type section in the woods, dry forestry type ground, loose small rocks, twisty turns – really enjoyed this section and happy to climb clean. The last two sections were quite wide and again dry with a few turns – quite straight forward on a trail bike, again as the conditions were so dry.

Overall, the weather was good, conditions very dry meaning a low scoring event and a very good trial. I had a nice drive back south, weather was brilliant and traffic not too bad, what a good day out.

Thanks to organisers and marshals as always.

Bovey Down Trial 2024 in an X90, by Brian Hampson

The Bovey Down Trial is run by the Windwhistle Motor Club in the woods which most of us only see in the dark when competing on the Exeter Trial, with Normans Hump and Clinton being the two sections used by the MCC.

It's a very well organised and relaxed event held in May at the end of the main trialling season and often in beautiful sunny weather, as it was this year, although the organisers (Nick Farmer & Paul Brookes) still managed to find plenty of mud in amongst the trees!

Sid Vale Carnival Club offered full catering, with every requirement covered, from the all-important breakfast baps, lunchtime burgers & chips, to afternoon tea with scones or cake – you'll never be hungry!

Running order for the event is in the order of arrival and Neal Vile scrutineered his way down the line before the briefing from Nick Farmer.

The day was split into two halves, each with twelve sections and a timed test and the running order of the hills was cleverly put together to avoid any long queues – a different route map being provided for the morning and the afternoon hills, with sections being attempted twice in the morning and twice in the afternoon – although the routing on several sections was changed for each run – just when you think that you know the best line to take! It's amazing how your mind wants to follow the route that you took an hour or so beforehand.

There was a disappointing number of entries for such an enjoyable event and indeed there were four 'non starters' for various reasons, so only nineteen

actually set off to attempt the sections, made up of seven X90s, three class 8s, three class 7s, three in a combined class 4/6 and three in a combined class 2/3/5.

The Bovey Down is a great event for trying out different set ups on your car as you repeat the sections, but it is quite hard on your tyres – so I had fitted my worst pair on the rear, which generated the comment from Dave Turner my navigator “that he had more tread on his trainers than I had on my tyres!” He was quite correct, and we reaped the rewards of my decision during the day as we attempted the sections with often very frustrating results.

The first section Monica, a straight steep climb, proved challenging for most of us, although Mark White in his X90 stormed up to the 2 – was local knowledge (he lives two miles away in Branscombe) coming into play?

Bill was a climb up through the trees with a lot more grip, which even we managed to clean as did the majority.

Section 3, Hobbs had a deviation just after the start, which caught eight drivers on the first round and cost them 12 points each and another turn at the top amongst the trees which caught a further six of us out for a 4 points addition. This was being marshalled by James Shallcross & Mike Greenwood and friends – we were watching for the alterations on the next attempt!

Now Hangman's was being marshalled by Dee Champion on the start line with Dave Hazelden and friends further up to help turn around those of us who failed at the tree root by the 7 marker. However, there were some great 'cleans' from Roger Ashby in his Marlin, Richard Kinver in his Ford Special, Roger Teagle in his Fugitive and Mark White and Peter Jones in their X90s.

Trumped was a twisty climb up through the trees on a surface similar to deep

loose railway line ballast and only a couple of Class 8s (Roger Teagle and James Gibson in his Ford Special) managed to clean it.

The second time around, I showed more commitment (that's the expression that we use for 'going at it harder!') and whilst we did climb higher, we also slid wide and 'kissed' a tree quite substantially on the passenger side.

Normans (aka Normans Hump) was next up and seemed much rougher in daylight!

Now the timed test was interesting, being the usual lines 'A/B/C', but run downhill on grass which was still wet from the previous days rain. Trying to stop astride line 'C' caused six failures!

Greenbank was another climb up through the trees after a very challenging startline which caught out a few, but I'm pleased to report not us on the first run – only on the second time around! It was at this section that Nicholas Dawson had to retire his MGF on his second run.

And so back to Monica, the very first section, which by now had hopefully dried out a little and yes, a 4 for us instead of the 8 from the first attempt, but still disappointing against the 1s & 2s from some of the other X90s.

It was after attempting this section that Justin Llewellyn had to retire his Dellow with (I think) transmission problems.

A repeat of Bill, Hobbs, Hangman, Trumped & Greenbank sections followed with no mistakes on the Hobbs deviation this time!

Lunch in the sunshine was a very relaxed time for a chat amongst the competitors, until it was time to do it all again with Bill, Hobbs, Trumped & Greenbank being dropped and Marilyn, Katies, Clinton & Brooks being introduced to add fresh variety.

Marilyn is a steep loose stony climb which I didn't clean unlike most of the other X90s, although on the second attempt later in the afternoon with a deviation amongst the trees added in for good measure, I did clean it, but together with some others caught a tree stump which remodelled my driver's door.

Nick Farmer informed us that this stump would be removed for future events!

Katies is a tight little section amongst the trees with a small river to cross and didn't really trouble anyone too much, until the route was subtly altered for the second run, and I believe that did catch someone out.

Clinton, like Normans Hump seems worse in daylight and had a restart in a chicane halfway up to kill any momentum – It only troubled a few of us in the same place each time!

Brooks (named in honour of Paul, I imagine) was another climb up through the trees with good grip and didn't really trouble anyone.

And so, to tea and scones (with cream on first as we're in Devon, although I do

understand that if you simply invert the scone, it becomes the Cornish variant with jam on first!) as Paul Brooks very quickly produced the results.

First in Class 2/3/5 was Ben Ballardle in his BMW Compact, with Matt Wills coming second in his MX5.

First in Class 4/6 was Karen Warren in her 1600 Beetle, with Jack Martin second in his 1300 Beetle.

First in Class 90 was Mark White, with Peter Jones second and Katie Kinver third.

First in Class 7 was Roger Ashby in his Marlin, with Grant Sturkey second in his Dellow.

First in Class 8 was Roger Teagle in his Fugitive, with James Gibson second in his Ford Special.

Overall winner and earning the Broken Diff Trophy was Richard Kinver in his Class 8 Ford Special.

A most enjoyable day out with thanks to all the organisers, marshals, caterers and anyone else who made it happen.

Kinver shines on Bovey Down Trial by Chris Pickering

The Windwhistle Motor Club's Bovey Down Trial saw competitors from all over the country descend on Bovey Down Woods near Seaton on Sunday 19th May

Overall victory in the Bovey Down Trial went to Richard Kinver from Ottery St Mary in his very neat Ford Special. He cleared all bar three of the 26 sections, picking up just 10 penalty points in total and winning the coveted Brocken Diff Trophy (so named due a typo on the

original engraving). Roger Teagle in his bright green UVA Fugitive was only 4 points behind on 14, finishing second overall and first in Class 7. Third overall went to James Gibson in the pleasingly named Goo Ford Special.

Mark White was first in Class 90, reserved for the popular Suzuki X-90s, with a memorable drive that saw him frequently on three – and occasionally two – wheels. He picked up 37 points, finishing fourth overall, while Peter Jones was second in class on 54. A year on from her trials debut at the same event, Katie Kinver put in a strong performance to finish third in the X-90s, just three points behind Jones.

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Class 7 went to Roger Ashby from Bridgwater, who finished fifth overall in his Marlin. Meanwhile, Karen Warren's Volkswagen Beetle took the victory in the combined Classes 4 and 6, with a very respectable overall tally of 55 points.

Classes 2, 3 and 5 were also combined. Taunton's Ben Ballardie came first in his BMW 318ti, followed by Matt Wills from Rugby in his Mazda MX-5.

Conditions on the day were just about ideal, with clear skies and warm temperatures, but a slick surface from the recent rain. Efforts had been made to set sections that would be easier and less punishing on the car than previous events, while still featuring two iconic sections from the MCC's Exeter Trial, known as Norman's Hump and Clinton. The latter ties in with a naming system themed around US presidents, which also included Bill, Trumped, Marilyn and Monica.

In total, there were 11 different hills for the cars to climb, plus two observed tests carried out against the clock as tiebreakers. All the sections were repeated at least once in a very sociable format, which saw the day split into two halves, with a lunch stop in between and tea served at the end of the day while the results were being calculated.

Windwhistle Motor Club chairman Nick Farmer said: "The day was a great success. It's 20 years since the

club's first Bovey Down Trial and it's become a firm favourite with competitors coming from all over the country. We were very pleased to have another warm sunny day for the event."

NOTES

The Windwhistle Motor Club was founded in 1995 with the aim of promoting affordable club motorsport. It's based in South Somerset and has over 130 members spread throughout the Southwest. It hosts a variety of events, including production car auto tests and production car trials, navigational treasure hunts, classic car tours and an annual single-venue classic trial.

The Bovey Down Trial has been run since 2004. It's a single-venue classic trial, open to all road-registered cars. It's one of the oldest forms of motorsport, and also one of the most accessible, with minimal modifications required to take part

(Paul Brooks of WWMC presents Richard Kinver with the Broken Diff Trophy for Best Overall Performance)



Bovey Down, by Roger Ashby 19th May 2024

I suppose all our tales start in the garage, some may be aware of my purchase of Stuart Highwood's Marlin getting on for three years ago, in Stuart's hands this was a very competitive class 7 car and Stuart sold it to me at a very keen price.

I managed to finish the MCC Three Day event, had a good Edinburgh, but endured a couple of non-starts in Exeter/Land's End.

Main problems all came back to the wiring, with 13 previous owners each of whom I expect had put "their own interpretation" into the system! Switches and gauges were intermittent etc, etc, contacts were often dubious, wiring was at best a mess of poor connections and incomprehensible layouts, the list was endless.

I cannot deal with systems in this condition, so I ripped the lot out and started again with all new switches and most of the gauges, long experience of dodgy motorcycles in trials has taught me that most breakdowns come back to poor or broken electrical connections.

With this in mind when I prepared the Coates every electrical connection was soldered and bullet connectors or quality spades were used throughout, I decided that the Marlin should benefit from more of the same, in conversation with Andrew K Browne he suggested having some form of connector blocks in order that the dashboard could be removed complete should the need arise.

All this seemed to take an age, when a couple of weeks before the Windwhistle Clubs event I just could not believe the task was complete, a couple of local road trips seemed to indicate that the car and it's electric were performing effectively.

Trials vehicles whether with two, three or four wheels are like boats, it's all a compromise, the Marlin was purchased following Ruth's pronouncement that "the next trials car must have doors, a roof and a windscreen", the Marlin seemed ideal and would be much quicker on the road, a huge bonus in the overnight MCC events.

The Bovey Down land is challenging without being ridiculous and the way the club sets out the sections is nothing short of brilliant, bear in mind that the 2023 event was won by Justin Llewellyn in what is probably the most original non trick Dellow around, a prime example of what the revised class 2 grouping can bring to events.

The day comes round quickly and we are off early, we trailer the car to the event (reliability yet to be confirmed), we off load up the road and form an orderly queue with those who have already arrived, much banter takes place, the sun is shining brightly, it's great to be out with old friends again, sometime passenger Peter Browne appears with camera, we hope he will get some good snaps of us and the Marlin.

All of a sudden, we are shuffling off, the first hill is Monica, we manage 3 on this, then its Bill where we stop at 5, most are seeing the end of the section, must try harder.

Hobbs and Hangman come next, and we are through them evidently without issue, trumped we can only manage 2, but that looks ok when compared to others, Normans (with MCC memories) we scale without a problem, then Greenback, we lose 12, I seem to recall this has caused issues before!

Then we are back doing the early sections again, we storm Monica, Bill and Hobbs for a loss of 1, Hangman comes next, and we get further but still lose 7, Trumped and Greenback take 3 marks then it's the break.

The refreshment tent is doing a good trade with a happy team running it, all of a sudden, we are out on the second phase, to some extent we must be getting the hang of the Marlin as on the next 13 sections we lose 20 marks much better than the first lap.

It seems no time at all, and it is all over, back to the refreshment tent and much banter with all and sundry.

Then the results are announced, we are delighted that Richard Kinder in the recently acquired class 8 "Ford Special"

has won the event overall and with it the Broken Diff Trophy", and just to make our day we win the class 7 award, happy days.

Sadly, last year's overall winner Justin Llewellyn suffered a broken differential (surely ironic after winning the similarly named trophy in 2023!)

I cannot recommend this event enough, give it a try next year, we have every intention of being there.

Taw and Torridge Trial 2024 Mark Wills Number 7, Beta Alp

This was my second T & T Trial and having done so many trails over the past couple of years I couldn't remember any of the sections on this trial until we actually arrived at the sections, even then I couldn't remember the details of the sections. I drove down from Leicester on the Saturday afternoon and met up with my nephew who was arriving for his holiday in Crackington Haven. A pint of Tribute at the Combe Barton, looking at over the Atlantic having a natter, and a chicken stir fry meal made for an enjoyable evening. I slept over in my van and made for Clovelly early Sunday morning – a lovely drive up the A39 on a crisp Cornwall morning.

I met up with Simon (Fillan) and George (Godkin) as usual and had a breakfast bap/cup of tea. It was good to see a good entry of sidecars and a diverse entry of bikes.

Set off on time and approaching the first Observed test met a gaggle of sidecars coming towards us in the narrow lane – the arrow into the section was easily missed. We followed the sidecars down the track to the test. Observed test



Galloping Lane - the sidecars blasted away, sliding from side to side. I tried to get a good start – may even had pulled a small wheelie!

The first section, Halsbury Hill – was a short traditional hill in a track lined with bank/hedges, a few lumps to go over which was straight forward for the solos but a little tricky for sidecars. On to

Woodtown Wiz just a mile down the road. Again a traditional type hill climb, a long slow bend steep on smooth ground – again straight forward. Just a couple of miles further on we arrived at the Lynches sections. We had a short wait here, all of the bikes and some cars waiting at the field entrance whilst the sections were set up.

Lynches 1 was quite a wide sharp bend at the start on a muddy grass track getting steeper up the hill. With appropriate concentration the hill was climbed OK. Lynches 2 started off with a tight righthand bend then dry track climb up hill through field gate followed by a left turn up the field. It was all visible from the start line which was helpful. We are all riding “clean” so far but expecting difficult sections to come.

Lynches 3 was a step up in difficulty – follow a muddy track round a right hand bend, then deviate off the track onto the field then back on for a steep climb on dry mud bank through trees to the top. It was entertaining watching the sidecars broad siding up the climb – some made the top, some didn’t.

Only a couple or so miles on and we were entering the woods to get to Swards Shimney, section 6. It was a lovely ride alongside a stream in the woods to join the queue for the section. This section comprised a tight turn round a tree and then blast up the steep hillside in the woods. A couple failed and a couple cleaned ahead of me. It wasn’t apparent until you got round the tree that you had to bear right to avoid a tapped off part going up the hill – luckily, I was just on the right line and climbed successfully. Coming back down took some care.

The next section along the track was Daniels Fuz. The beginning of the section was more like a “modern one trial section”. There was a drop into a stream, tight turn in the water, then up the bank out of the stream and along the

bottom of the hill before turning sharp right up the steep bank. The ground was soggy just after the climb out of the stream, which was for solos only, and you needed to keep momentum up to get through. I was happy with a clean on this section, as was George and Simon.

Langtree Common was the next section, again only a couple of miles or so along the route. You could only see the tight right turn at the beginning of the section and then a muddy track. I got round OK and up the track. I then got crossed up in the right hand rut and had a dab, I wasn’t sure if I had gone past section ends but was disappointed to see more marker boards – end of being “clean”.

Section9, Hembury Castle, was only a mile up the road. This was a classic style hill climb section – smooth stoney surface being quite straight forward on a solo.

Onto Silklands, section 10. It seems the sidecars and others must have took a wrong turn as Simon, George and I arrived first at the section. We waited a short while whilst the section was set up. There was a steep slope down the field, muddy with evidence of cows walking down to the stream – no easy line for a solo so went straight down holding the handlebars straight. Then after the stream were a couple of tight turns up the track which I navigated OK but this was a difficult section I thought.

We filled up with petrol just before the lunch stop at Blackberry Farm Shop and café. As the weather was good and we were having a really nice ride around the lanes we were in good spirits, we sat outside looking over the fields having a bacon bap and a cuppa – all very enjoyable.

I think I was too relaxed going into Section 11, Devon Yeomanery Butts, I was concentrating enough and had a dab in the mud at the start of the

deviation for solos. I had just watched George made a good clean attempt but didn’t realise how soft the ground was, where I went anyway, at the turn. Onto Adrians Aisle, soft ground again and tight bends climbing out of the woods – another good section.

We got to Dinworthy Observed Test just behind the course opening car and was advised the test was cancelled as only had one marshall. So off we went to the Wemsbury sections. Wemsworthy 1 was a tight left hander up steep grass hill – it was very dry so plenty of grip.

Wemsworthy 2 was also very dry, a steep stoney track going sharp left across steep field at the top. Then a

short ride onto the final section, Cutliff. I’ve done this section many times on the Lands End Trial and do think its got a bit rougher. A good steep traditional hill – generally OK on the solo trail bikes – a nice finish to the day.

I really enjoyed the trial and had a great day out around the lanes of Devon. George had a really good ride going “clean” - well done George.

Thanks to organisers and marshals as always.

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Mark & Amanda
Hobbs,
Class 8
Troll

1st Overall



Chris Morison & Neil
Davies,
Class 1, Citroen AX

Yorkshire Dales

by
Henry
Kitching

on Strid Wood 2



Keith Sams
Class A
AJS-374-T

Edinbur

David & Anna
Robinson
Class 5,
Reliant Scimitar



Cars by
Mike
Jones

On Litton
Slack



Mark & James
Hofman,
Class 3
Volvo PV544



Simon & Deborah
Eddy,
Class 8
VW Buggy

urgh Trial

Simon Brown,
Honda C90



Andrew Abraham &
Brian Courage,
KTM 640



John Kenny,
Beta RR Enduro

Bikes by Dave Cook

On Booth
Farm



Karen
Warren &
Alice Warren
Carter,
winner of
Class 46

Bovey Down

By Peter
Browne



Richard & Tom
Kinver, Ford Spl
on the way to
Overall victory



Mark White &
Mark Brown
winner of
Class 90

Taw & Torridge 15th September 2024 by Dee Champion

September sees the start of the second part of the championship season, after a few months rest after the horrendous conditions ... weather wise at the Torbay Trial & probably one of the best trials ever. Preparing the Scimitar with a makeover & a bit of tinkering to make sure it's in good working order, that familiar smell of Kingswell Lane often wafted as the old mud was removed. The Deere also had some tender loving care & is back to the prestige condition that Aaron had lent it to us when we borrowed it for the Launceston. Collecting my boots from the shed, they were thoroughly checked over, as this is now, the spider month. I didn't want to find a family of spiders hiding that had decided to make my boots their new home for the winter jumping out at me!

The Taw & Torridge Trial is organised by Holsworthy Motor Club with 15 sections, with some that were new for us to sample, & 2 special tests. 62 entries for the first trial of the second half of the season, which was a fantastic turn out.

Throwing the bed clothes off at 5.45 when the wakeup alarm rung that familiar feeling of butterflies in my stomach & excitement of what the day ahead would bring & going over in my mind, I will not F... up the route card! Meeting Dave at the Yard, we were loaded up with the trailer & ready to roll, the first task of the day which is a must is to keep my driver happy, so a quick stop at a garage to buy Dave his Costa! The morning saw a variety of weather conditions with mist floating across the roads. A sprinkle of rain then some sunshine, the temperature outside was fairly mild.

Arriving at the Clovelly Visitors Centre the car park was already an array of trials cars. Ben Byron was ready to check over the vehicles, with Kayleigh Seward waiting in her booth, for signing on, not palm reading! Unfortunately, the visitors centre wasn't open, but a food wagon was available to grab a breakfast bap & drink. Whilst everyone was waiting for their food the yapping began, everyone having a good old chat & cheeky banter, it was good to catch up! 9.22 was our time to leave, we were car no 37, one-minute intervals between each competitor. With the roof down & sun shining and feeling a bit rusty we were on our way towards Bideford for the first special test. Galloping Lane, a grassy track leading to the first special test, it was very wet & rocky in a wooded area.

The bikes hadn't gone through yet so more chatting whilst waiting, having a conversation with Alice & Karen, Alice can't wait to get into the driving seat of the Beetle, now that she has passed her driving test, she's raring to go, it was discussed that she might ask Greg her uncle to be her navigator! So, another young one will be following her parents into competing against them. It would be nice to see her win the navigator's league, before she gets into the hot seat.

Normal routine of the special test, start astride line A, continue to stop astride B continue to stop astride C, the fastest was gained by Simon Groves of 12.28. So now the fun begins as we head to the first section of the day Hailbury Hill. With all cars having to have 25psi, & restarts for all classes. Along a country lane, through a metal gate into a field then through an opening in between the trees to the section, was quite muddy. An uncomplicated hill, with all cars, except one obtaining a clear.

Now as we are leaving the section, I tell Dave we need to turn Right, "are you

sure Dee? "as he is looking at the road carefully, "mmm ... there is a lot of mud going to left but none to the right" he says, ' yes I'm sure "I reply " as I quickly look at the instructions again, as we are turning, to then see the car behind turn left, I then realise there was a small instruction between section 1& 2 that I had missed & was taking Dave on a mystery tour yet again! "Oh shit "was my reply as we quickly did a u turn in the road & was back on the right route. Here we go again! So, for the rest of the trial, I really studied that route card & I don't, think I made any more mistakes, but again that will be a debate with Dave! Second section Wood Town Wiz, again 25psi & restarts for all classes. To get to the section we had to drive over a damp field then down into a dip for the start & then straight up a track beside the field, which was fenced with trees on the opposite side, the track was very muddy with deep slushy mud, the restart was situated in-between the gate to the next field with a gradual slope. It was fairly tough at the restart with lots of mud flying & engines roaring but everyone managed to climb it. So again, all clears for the cars.

Anna Robinson, with Henry Hoggart were the Marshals on section 3. Lynches, there were 3 sections in this area which haven't been used before so us competitors didn't know the exact lay out of the tracks or what surprises were lurking!

Lynches 1, we again had a bit of a wait here, finally through the gate into the woods a really tight right-hand turn at the start, the ground slightly damp with loose soil, all classes had restarts here. As we are zooming up the section we see to the right that it was taped up then we notice we had a really sharp turn that was so tight to the left as we hadn't done this hill before & didn't know what was hiding around the corner it definitely amazed us how we would get around it, the next minute we were up the bank &

stuck, that was 2 points lost, lots of manoeuvring around we were on our way again this part of the section caught a lot of competitors out. Causing them to also lose 2 points, only a handful made it & of course were the class 8s.

It was great to see James Shallcross at the start of Lynches 3. He was quite hidden behind a tree, and we had a good old catch up not realising that they were waiting for us to attempt the hill. Again, restarts for everyone, a twist to the right then a slight left up the section to see Mike Greenwood & Greg Warren, the ground had loose soil & was a bit slippery, as we ascended higher up the section the car started to slip, we managed to get to marker 1 without knocking into any. It was very muddy with deep ruts through the woodland to get to section 6

Sewards Shimmy. Another new section, but as we are making our way there, I said to Dave, "I'm sure we have been along here before, it looks very familiar with a little stream beside the track" In again a wooded area. "Nah we haven't ... it's the first time this section has been used" he says. As we are driving further along the route, a light bulb moment for Dave, as he pipes up "ahh yes you are right, this use to be Rat Run, but there is a new hill for us to climb". So, with a smug smile on my face, because I had actually remembered something for once.

Nick Deacon who drives an X90, had trouble getting over the large humps along the track, he then decided to reverse back a little & thought it would be a good idea to test out the stream by getting stuck in it, another X90 had to tow him out! Reaching the Sewards Shimmy, we could see there was a lot of drama going on. The start, which was thick with squelchy wet mud, & then, the restart was at the bottom of a really steep bank that had a fence along the edge that was also wet & greasy this was causing a lot of problems.

It was now Rob Holden's car 32 in his BMW to attempt, on the start car revving the marshal says, "you can go now!" But poor Rob wasn't going anywhere, the more he tried the deeper his back wheels became lodged & smoke pouring from them he was still sat in his car smiling like a Cheshire cat as he needed assistance to be towed out. I think it was the person that owns the land tried to pull him out with a small quad bike, but that didn't work. So, Simon Shackson who was a passenger for Jamie Harding in a VW Beetle went to fetch a tow rope, Once the rope was tied on to Rob, whoops I meant his car! A few of the competitors rushed over to try & pull him out with no joy, by now there was quite a lot of cars waiting & people were getting out, to see what all the commotion was about, by now all the people had a piece of the rope about 15 guys who wanted to prove how strong they were, with Rob still laughing in his seat. One, two, three, pull. With a lot of grunting & sliding on the mud still no luck; he was well & truly stuck.

The guy that was on the Quad was now making his way along the track in his very large tractor, who proved that having a bigger stronger one always works! Hooray! Rob was finally free. After a closer inspection of the hill & concerns it was decided that the hill should be cancelled. In front of us was Jason Byron, he usually competes in a 3-wheeler but today he was driving a Mazda, so most of us had to be towed out of this mushed up area. Daniel's Fuz, section 7 was in a field in-between large gorse bushes another 4 points dropped for us.

Arriving at Langtree Common. We noticed Aaron's Procare van on the edge of the road leading into the section he had brought little Jax to watch. As soon as Jax saw Dave, he said "Very slippy gran gran", it was so cute, I think this was the highlight of Dave's day to

see his grandson watching him. There was no holding back as we sped up the slippery hill to gain a clear.

Rob Holden had to retire here as he had fuel problems also James Vivian, he too was driving a BMW, so two classes 3s bites the dust. Two more hills left which were Hembry Castle & Silklands for the morning run. After waiting at the lunch halt & grabbing a bite to eat & catching up with friends it was time for the afternoon jollies to begin.

Section 12. Adrian's Aisle. This was very wet & so rocky with various twists turns we lost grip & 2 points obtained. A goodbye to Paul Watson, he was in his VW IMP, who had to retire, I'm not sure what the problem was.

Next, we headed towards Bradworthy, this was where the second special test was. Once we had arrived, we found the area deserted! No marshals were to be seen as we were now the first car, there was no sign of any action here. A glance around to then see a sign ... CANCELLED.

Making our way to Wemburys it was quite a way. As we were cruising along the country roads, we started to hear a slight sound to my side of the car the further we went the louder the noise became. So, we pulled over to investigate to see the inner tube had bulged through the tyre it was almost the size of my melons! Boot opened, jack out, we were quicker than the guys in the pit at the grand prix! We thought that some of the competitors would have overtaken us but no sign of anyone.

Wembsworth 1. Markers along a grassy bank which was fairly steep, unfortunate for us the ground was very greasy & we slide up to marker 7 the most points we had dropped on a section. Stuart Highwood, who was in the other white Scimitar, had to retire

due the fact that his radiator was clogged up with mud causing the engine to boil & a flat battery because of a bad earth connection the closing land rover had to pull him out of the section. In this field the next section was Wembsworth 2, which was situated near the perimeter now this was really rocky & damp. There was no stopping us as we flew up that section rocks spinning on the track as we reached the end.

We returned to the main road where we took a left to a crossroads on our travels to get to stoke pass a white house & left into Cutliffe the last section of the day. There were a lot of familiar faces spectating the ground was very damp with loose woodland soil a gradual upward climb. Again, Dave was on top form as he was determined not to drop another 7 points, engine raring to go. We were gone like a flash to suddenly come to a halt near the top of the hill,

we couldn't move, it was then noticed we had a puncture & the tyre had come off the rim. So, we had to gradually reverse back down so that we could change the wheel as we are descending I look up to see James Shallcross pop up from behind a tree.

A great first trial, for the second part of the season was definitely somewhat challenging. The fact that there were new sections to try was an added bonus as when reaching them hills we didn't know what to expect added to the anticipation of how well we would do. So, thank you to Holsworthy Motor Club for a great day.

A special well done, to Jack Selwood for winning the Roger Pole Trophy also James Harding who won The Penhale Cup.

Taw and Torridge, Roger Pole Trial, 15th September

All of a sudden, the layoff is over. And I haven't really achieved all I had hoped too, I like the Holsworthy Trials, the organising team are more than friendly, in fact I would say we have become old friends!

I have driven in this trial a few times and as I reflect it has been with a number of different passengers, Peter Browne has assisted me on a couple of occasions but this year he is racing in a hill climb with his rather wonderful Weslake/Triumph/BSA Bandit thing at Wiscombe!

Ruth is having to administer care and affection to the recently moved pony (our daughters, owned by us for 15 years, don't go there parents, buy them

a bike or a car, avoid the equestrian world like the plague, best described as "the gift that keeps on taking")!

Sian who has been helping me out for a few events is undertaking a 5000-mile journey through Europe and encompassing Eastern Europe on her 600 cc BMW single thing, so is not around for something like 8 weeks, Alan Wibberley is off somewhere supporting son Ben in some extreme Enduro event, I think abroad.

Along the way a few people have asked if they can accompany me, trouble is they are all busy people and when I contact them, they are normally committed to some adventure.

So back to good old social media, I put a thing up on our Facebook page and immediately get a response from Simon Knight, Simon has been around a while in both the bike and car trials thing, we

have had e mail conversation about various things, I know he will "get it" and fit in, also fairly sure we will have a fun day on the "jibba-jabba" front!

We arrange to meet at Clovelly, and he has driven down from Greenford, Northwest London.

We meet up, get scrutineered, sign on and we are ready, I explain the Coates (not much to say, not a lot to it and not a lot of room), and we are on our way.

First off we have one of those start behind line A, stop astride B then move forward to stop astride C, looking at my time the result could best be described as "mediocre", oh well on to the next thing.

Halsbury Hill, we clear, the nearby Woodtown Whiz is also cleared, both of these with these strange restart experiences (don't have many of them in the Coates).

About 3 miles away is Lynches 1, 2 and 3, all with restarts, we stop at 6 on Lynches 1, this appears to be the worst performance by any car!!!! In my defence it was a momentary stop, and I was able to bet away. 2 see us lose 3 which is probably average to low, on 3 we lose 9, best described as abysmal, on the plus side we are still laughing and having fun, all the marshals are great, and I receive some pleasant ribbing.

Sewards Shimmy is cancelled, and we go onto Daniels Fuz, another restart for us, a loss of 4 not bad, Langtree Common another 4, then Hembry Castle we can't better 9, Silklands we do even worse stopping at 11.

After this we struggle through most of the remaining sections on either 6 or 7, with the exception of Wembsworth where we storm to the top, a pleasing result.

We know we are not in the awards at this event, but we have a great time, Simon is a bit of an ace with leaping about and bouncing and this helps enormously in are car I am having to drive completely differently to the Coates.

All of a sudden, we are at the end of the trial, Simon has the long drive back to London, I don't envy him that at all, I'm on the slow trundle to Somerset.

Simon has been great company, and I look forward to more events with him in the future.

The trial, it's organisation and the marshals were just brilliant, I will be back next year circumstances allowing, a big thanks to the organisers, I seem to recall last year was it Mrs Beer who was chivvying us up to sign on quickly as she had to get off to the church to take part in the Bell Ringing, as I have said regarding many of our events and our comrades and their other interests, "it could only happen in Britain"!

*Roger Ashby
Somerset*

MGCC Midland Centre Autumn and Taster Trial – an Organisers' Angle

It wouldn't be an Autumn trial report without a discussion about the weather. We always check how much time farmer Maggie's cows spend on the ground, but then again perhaps they're just chewing the cud. We look at how high the swallows are flying; whether the bees are in the hive, or as they say in Wales if you can see the hills it is going to rain, while if you can't it probably is! The other problem was that our long-established date has been the last Sunday in September; but this year the MCC's Edinburgh trial had booked it, so we pledged to take the 22nd. The MCC knew something - the 29th turned out wall-to-wall sunshine all day, as was our set up day on the 21st, hustled along with the willing labours of John Fry, Roger King, Nigel Whiten and Mike Dinsdale to lay out a sporting total of 6 hilly, twisting grass sections, plus 2 timed tests to raise the pace and heartbeat – great fun! Quite a teaser though for Clerk of the Course Adrian Tucker-Peake, trundling around in his own MGF and setting out hill courses on bone dry grass, while mindful of a monsoon forecast on the morrow!

On the 22nd it didn't take long for the rain to hiss down and by the trial's lunch break we had to withdraw all the Marshals and suspend the event until things improved. The rain eased a bit after lunch, but the heaven's onslaught was done, mud emerged from the soaked grass and some 'cricket' scores began to accumulate. It kept our skilful Land Rover recovery team of Matt Boyce and Nat Hales very busy, then we called it a draw after the third round (normally 4 or 5).

Before the early lunch after 2 rounds there was nothing to choose between the superlative Imp of Steve Courts on 5 marks, the pristine polished alloy Dellow

of Jim and Bob Jennings on 6 and the sunny Troll run by Mark and Amanda Hobbs, also on 6, all lost on a tough hill, the winding section number 9. Paul Watson driving Dan Staines MX5 stormed 9 with a clean on the 1st lap, he was very pleased judging by the noise he made! Paul and Kate Price, Liege, did the same on the 2nd round. The rest of the entry was doing well on the 2 early sections with plenty of cleans, the last 4 hills escalating to present crews with increasing levels of technical trials driving challenge.

Alongside the wizards, our four Tasters included an MGF and Midget, local man Marcus Dawson giving his 12-year-old son his first motorsports experience, while the sight of Madison Whiten's Peugeot 107, bearing Learner Driver plates, was most encouraging for us organisers. One of our long-time trial stalwarts, Frank Vautier, ventured across from deepest Wales, undaunted by the prospect of a soggy cockpit in his lively MG TA, but a great pity to be thwarted early on by a reluctant cooling fan that wouldn't cooperate. Rather than risk overheating, discretion prevailed, and a trip home looked more inviting.

At the finish Steve walked off with the Autumn Cup for the umpteenth time on 8 marks lost, Warren Blain won the Allen Cup for the best MG in his 1500 Midget. Eileen Hilleard did a double drive in husband Peter's Saxo VTR, pipping hubby and best of eight FWDs in Class 1 with 34 lost, well done to her. Jim and Bob Jennings' tidy Dellow lost 11 to win Class 5. Dan Staines claimed best novice in his howling MX5. Dave Sullivan's new Marlin shared with Pete Eden won Class 7 on 43. Mark Francis and his Peugeot 107 was judged the most improved novice of the Taster trial entry.

One of the timed tests, our draw decider, is revealing: in the morning Mark Hobbs set 26.9 secs with Dick Tompkins on 27.1, while after lunch and

heavy rain Mark did 37.4, Dick ran 44.9. so grip had plummeted – drivers enjoyed their slides around our cones but needed care to avoid a finish line overshoot!

We'd struggled a bit with entries and then received a deluge of no less than 14 from the Stroud and District Motor Club, what a saviour that was, making the day financially viable and competitive at a stroke, enormous thanks to them. Jonathan and Pat Toulmin deserted the comfort of their X90 and volunteered to marshal for our Chief, Graham Austin, warmest thanks to them too. Unfortunately, our long-term popular photo mug awards are becoming prohibitively costly to produce and securely post out, so our 2024 achievers will receive framed photos of themselves in action, courtesy of portfolios kindly supplied by Dave Cook and Martyn Price.

Our gazebo was popular at lunch time in the rain but needed someone tall in each corner to tip the rainwater out! Maggie Mason once again made us welcome at East Lodge Farm, and Ellie's hog roast did a roaring trade to great acclaim. A drivers' donation tin enabled us to donate £90 to the local Air Ambulance charity.

So, a pleasingly successful day, pushing back against the elements, then as event organisers habitually do, we did a wash-up review of our efforts, actually once all the muddy poles and signs had physically been washed (thanks John), another behind-the-scenes chore that goes un-noticed by so many competitors. Some key points arose below which may resonate with other club teams staging trials:

A declining interest in sporting activities amongst the broad MG club community, in favour of gentle social runs out – even more so amongst our Young Members branch. However, trials remain in the marques and our Centre's DNA

Equally, scant interest (despite us trying) from MS UK's StreetCar initiative, which has however proven successful with Autosolos – maybe it's an image problem, since our decade of Taster drivers have invariably enjoyed themselves

How to attract the wider motoring community into our branch of motorsport that is just so accessible, and, we like to think, offers great opportunities to develop safe car control. Do other clubs have effective suggestions?

Although we cater for top Classic Trials cars in Classes 7 & 8, passenger cars are really good fun to drive on events like these, and in some cases act as daily drivers too –our farmland is non-damaging so it's perfectly practical to compete on Sunday and commute on Monday, just like in the 'old days'.

Our welcoming farmer Maggie offers a great undamaging and scenic venue, but has become plagued by vandalism, trespass and fly-tipping, both alarming to her and hazardous for her herd, so our once-open hillside is now ring-fenced: sports venues face continued threats, not just from authorities, so healthy personal relationships remain vital

Secretary Tony despaired that signing on by many competitors was very lax on the day, probably not helped by the weather, with scribbled addresses and numbers by those who'd not made the little effort to pre-sign. Of course, it only becomes an issue if the worst happens, so we'll insist on entrants bringing a completed form on the day: it's an important step in MS UK protocol but seen as a casual chore by some crews who care more for their tyres and their butties!

Tony Lake & Adrian Tucker-Peake

Baldrick 0, Dudwood 1. Our 2024 Edinburgh Trial by Myke Pocock

For me The Edinburgh Trial starts when I put in my entry. My main thoughts are organizing parking for tow vehicles and trailer, book my Saturday B&B, check that my passenger is available and consider what the car needs with regard to preparation.

Item one was easy and made even easier this year as the start, breakfast and finish were all to be at The Duke of York pub. For the last few years this has been used as the breakfast stop and finish venue. Bed and breakfast were also as last year so all that was required was an OK from Chris Veevers then consider preparation. That turned out to be not quite as easy though. Following my attempt at the Cotswold Clouds earlier in the year I finally decided to bite the bullet and concentrate on my long-time concern that the front end, particular on rough sections, needed some controlling. Reasoning that adjustable shock absorbers would be a good starting point a set of Gaz adjustables were purchased but fitting was not a simple job as they are far fatter than the standard items and the bottom mounting eye is larger forcing me to fabricate new lower mountings.

Our next outing after the work was the Yorkshire Dales when both mounts comprehensively failed due to what I thought was poor design on my part. In addition, the failure had torn a spring mounting pan away on one wishbone and when stripping the wishbone away from its mounts I discovered that another suspension mounting bracket on the bulkhead had fractured and party pulled away from its correct position and looked to be a long-term issue. Oh well, look on the bright side. I would probably not have noticed that without the other

issues. Repairs where necessary and new lower mounts fabricated to a far stronger design and fitted. Two weeks before the trial, adjustments to tracking were needed following fitment of a new track rod end but, oh! What's that on the offside sill? A hole!!! Break out the steel sheet, angle grinder and MIG welder and attack the issue. In the end there were three to do! I now regret not attending to rust prevention in the sills when building the car.

As in previous years, Mark Gregg, the trials Clerk of the Course, kept everyone who reads the MCC's News of the Week emails totally up to date on all the trials preparation. It was abundantly clear that all competitors should follow all instructions within the Route Book to the letter such is the delicate nature of public relations for the event in the trials area. Sadly, it was reported on the trials WhatsApp page on the day that very early on in the trial 4 bikes had been excluded for stopping in a quiet zone and then shortly after a further 6 had been stopped for not following Route Card instructions.

Receiving the MCC's magazine Triple and the Entry List my first thought was who is entered. I was delighted to see that there were 4 Skoda Estelles, something that cannot have happened on a long distance or for that matter a one-day trial for some time. When I receive the Route Book my first task is to edit it so that every individual instruction is on a separate line. That makes it far easier for my passenger to mark off when an instruction has been completed. I also highlight any specific instructions that we need to be aware of on the route.

Arriving at The Duke of York around 10pm, after a very easy run down from Carlisle to park and offload the car, we were saved the additional 50 mile run from our trailer parking at the pub to the start as The Duke of York due to the

start being there. With over 4 hours to our start time, we could have set off from home far later but who knows what could happen on the route to delay us. A quick, cheerful and efficient scrutineer check and signing on had us trying for a sleep but I know that my nervous energy was never going to allow that!

Setting off at 2:39 on a chilly, bright and dry morning we arrived at our first hill, Hob Hay to join a short queue of half a dozen or so. We saw a vehicle set off and the next competitor in a BMW Estate, get in line on the start. It became apparent that there was a delay as the start marshal set off up the section, shortly returning soon after to ask for able bodied volunteers for assistance, something that I and my passenger couldn't be described as. Sometime later they returned, and we were informed that the section was canceled. Apparently, a competitor had run off the section. Not a good start to our proceedings so we were dispatched to the Tissington Ford Holding Control.

The subsequent section, Wigbor Low, had already been canceled earlier in the week with a route change following the control. This was very efficiently emailed out to all entrants. Whilst following the QQQ instructions through the park land to the control we encountered the ever hard working CoC coming the other way who announced to us that we needed to turn around and follow the alternative route as "we were all making too much noise". Can that have been as a result of an irate inhabitant not signed on to this lunatic sport at that time of the morning? This wasn't looking healthy, 30 odd miles and no competition so far.

Off again cross country to what was, we hoped, to be our first challenge, Ballidon. First used in 2023 the CoC had said last year that a redundant building at the T junction, where we were held before being called forward,

was to be converted into accommodation and there could be a question regarding the future use of the hill. No apparent issues this year at least and after a short wait we were off on a typical stone based farm track that had two sharp hairpins, the first more severe than the second. I had visions of running up the bank on the bend but made it with a little wheel spin and on to the end of the section. The Route Book instructions were very explicit with regard to how we should proceed after the hill, even including red flashing lights at one point and 'Do Not Stop Here' instructions. Very many thanks to all the marshals out on the day but especially to those who sit out in the middle of nowhere at the dead of night for hours on end. For all of them fortunately the weather was kind.

A shortish run took us to Cliff Quarry where we joined the long queue, gradually moving forward, following the instructions to turn off the engine after every move as requested in the trial information. The dawn was starting to break bright and clear as we gradually edged forward towards the front of the queue and then the car wouldn't turn over for some reason. I called some entrants forward to enable me to bump start the car in reverse but a quick shuft in the engine bay didn't indicate any obvious issues. The issued didn't return again throughout the day fortunately.

The hill has, for our class, been set up in a number of ways over the years and this year we were once again given at the end of the section a very short steep run after a 90 left. We have also had a restart in previous years where I once failed to get away until it occurred to me that releasing the hydraulic handbrake may make that action a tad easier! This year we failed very close to the top of the last steep bit. I had noticed a fairly hefty rock right in the middle of the steep part, having no option but to go

MG Autumn Trial by Dave Cook

Dan Staines &
Paul Watson,
Class 5, MX5



Mark Hobbs,
Class 8,
Troll



Andrew
Isherwood &
Hilary
Farbowski,
Class 2,
Austin 7

over it. After a rapid scan of suitable expletives, I announced the result to anyone listening. To protect the more delicate readers I will not announce the result. Suffice to say that my thoughts of a Gold evaporated here. On reversing out we came to an abrupt halt and selecting reverse did no good. I had thoughts of a failed diff but apparently my passenger declared that we were sitting on the rock with both rear wheels off the ground, needing the combined efforts of a few marshals and Chris to rock the car to gain traction.

By this time, it was daylight, and we were off to a new section, Ballcross. We arrived with a few already there parked up on a wide verge and then more arrived, a couple of them pushed in to the front of the queue, not really trials etiquette gentlemen! This was a nice easy long stone-based track dispatched with no issues.

Following that we stopped at the petrol station on the route as requested in the route book and were then off to Haydale. This one looked innocent enough when approaching it but has a vicious, permanent sharp rock base to it. There were no entrants in front, so we set off shortly for a Restart on very rough rocks. Ease away gently with some wheel spin but no forward motion initially we then got grip then had a shortish run to the end on those rough rocks which continued way past the section ends. I was aware of some knocking from the front end and decided it was probably the upper rubber shock absorber mounting rubbers which are very soft and may be breaking up, needing stiffer rubbers making up I thought.

Next to come was Calton. I have had mixed results here in the past but cleaned it nicely last year. It is an innocent looking gentle uphill farm track but with a solid stone base. It's all about the Restart. Get it right on the polished

stones, probably achieved over the years by countless trials vehicles, and the rest is a doddle. I stopped low, eased away slowly then accelerated away for another clean. Time now for the breakfast halt after 89 miles and a welcome burger and coffee to set us up for the next challenges.

Excelsior was that next challenge and on arrival we joined the queue on the narrow entry track. For the last few years there have been two restart lines, Red and Yellow, to separate the classes with Class 1 and 2 cars having a run at the hill without one. In Class 4 we had the Yellow box positioned below the rocky left hand bend. Looking at some in car video from 2023 I saw that I had stopped right and low then so why change a successful cunning plan! We pulled away with some wheel spin, banged and bumped round the ever-worsening rocky bend and cleaned the hill. Less in car celebration than last year. Just part of the day's work? Show off!

The L, R and SO route markings posted on any available post were a great help. I particularly like them rather than those used on some trials of red, blue and white as, being colour blind, I cannot distinguish red signs in grass from some way off. Arriving at the Clough Wood and Mine complex we had time for a quick chat to others including Alastair Queen, the Clough complex head honcho who had been press ganged into continuing his long-time association with the venue. Both sections have seen differing set ups over the years, and I have had a chequered success rate at times.

This year as last, Clough Wood started with a straight, shortish run to a sharp right hander on a claylike surface. Too fast and it would be easy to sail right on here. How do I know that? Once around it was an easy run to the end. Clough Mine had seen some repair work by the

MCC with hardcore filling a large very soft area some yards from the start. Last year we had a deviation to the right for our class but this year it was a straight run up an ever-steepening hill through the Restart box, not for us, to exit the end at speed with the front wheels in the air. Another clean to add to the list.

Of to Dudwood and the two Observed Tests with David Middleditch and family officiating at the section and at the subsequent Observed Tests. The Route Book cautioning QQQs again as had been the case in a number of places before. In addition, there was a strict instruction to Keep of The Grass on the way into the section, again instructions to be followed to the letter to keep the local inhabitants and landowners on our side. There were a few already waiting for the action so plenty of time to interpret the drawing of the section and identify where my class was to go. From previous experience I knew that the main challenge here was some way from the start line where the section turned left on loose soil with a substantial tree on the outside of the bend.

Looking at some subsequent videos, others also know of the potential failure point here. In 2022 we stopped here as the car wanted to attack the tree. This time I backed off to gain some semblance of steering then pulled away and bounced up the hill, surprised at how bumpy it was. I was so pleased that we were likely to clean the hill I turned sharp left to the finish line and became intimately associated with a substantial tree right down the side of the car but elated at a clean. Subsequent inspection after the following two observed tests showed that the door handle had disappeared and both near side doors had substantial dents. Some garage time. The two Observed Tests were dispatched with ease with an apparent average time but enjoyable.

It was time to revisit Hob Hay again that was canceled earlier but just short of the section we were stopped by Adrian Tucker-Peake with instructions that it had been canceled for our class, presumably as a precautionary measure due to the earlier incident.

Still on course for a Silver we set off to the Hollinsclough Rest Halt looking forward to the revival effects of their delicious coffee and cake. Our plans were dashed when we signed in and were instructed that our scheduled departure time was twelve minutes away giving us no time to queue so needing to resort to our own sarnies and drink.

Last year when we tackled our next section, Booth Farm, it was chucking stair rods down and our thoughts of a Gold went skew-whiff. This year the ground was in a far more favorable condition on the soft uphill farm track but the sharp left halfway up the hill needed some respect to prevent going straight on. Again, mindful of not over cooking the left hand bend I momentarily eased off then accelerated to the end.

With thoughts of a possible Silver all that faced us was the iconic Litton Slack. Waiting in line above the section, the hill doesn't look that steep but follow the access track to the start line and it certainly changes your opinion. The start line was some yards from the right-hand bend onto the main track. Take that too fast and there's a possibility of going straight on but with the need also to get as much momentum as possible.

We got plenty of traction and buried the clog into the Axminster and shot up the section, bearing right towards the top and exiting the section but aware that something was not as intended. Regaining the tarmac, it became immediately obvious that the air in one rear tyre had been approved for early release. Subsequent inspection showed

the inner tyre wall had a large rip, presumably from a sharp rock which had also punctured the inner tube.

Elation! Another possible Silver to add to last years. After a change of wheel, we were off on the last cross-country leg to signing off. A superb trial once again with full marks to all that make it possible in what must be a very challenging part of the country to organize a competition in. We had few delays and were met with cheery marshals and officials at all stages.

Following my arrival back home on the Sunday the reason for the banging and

crashing at the front end became partly obvious. The near side bottom shock absorber mounting had come away meaning that I effectively had no damping effect on that side! Subsequent investigation indicated that the new Gaz shock absorbers didn't have the same travel as standard, something that I had assumed they would have. Consequently, the rubber bump stops had not been effective at all, and the shock absorbers were bottoming out with the consequent banging. In addition, due to that the top rubbers had all but disintegrated under the excess forces applied to them. Oh well! Another excuse to get out into the garage.

My ED24 by John Kenny

Preparation for the Edinburgh Trial started in June this year when I joined Garry Hirons who was checking through the provisional route for CoC Mark Gregg. We are both reasonably near to the Peaks (Kenilworth & Tamworth) so we agreed to ride up there and do the check though, Garry on his trusty BMW G650X and me on a recently acquired Tenere 700.

The main task is making sense of what is very much an outline route, checking junctions aren't missed and the mileages are correct. I use a simple GPS bicycle speedo which is very accurate and resets easily which is helpful when you re-run a particular stretch a couple of times just to make sure it's correct. With all the checks, making notes and head scratching, the most you can get done in a day is around half of the total route.

As a platform for that sort of exercise, the Tenere was great. Comfortable and with a decent range it is ideal for gadding about, though on the standard 80:20 road dirt tyres I wasn't taking it on anything more than steady gravel, so

credit to those riders who do. Is class F beckoning for me? Perhaps, but due to ongoing back problems I can't sit on any bike too long these days and the thought of dropping and trying to pick up the 200kg monster seems a bit daunting.

With the question of which bike to ride in the Edinburgh out of the way it was time to focus on my regular Class C mount, my 480 Beta enduro. Not the most appropriate bike for an overnight LDT because the seat isn't great, and the lighting is terrible but it's a hoot to ride so some clip-on lights and standing up a bit more makes it worth it.

I'd ordered new tyres, but it was looking like they were not going to arrive on time, so I just turned the ones I had. They were veterans of a few previous MCC events and a trail riding trip in the Isle of Man, so I crossed my fingers that the remaining 5mm tread was enough for the Derbyshire rocks and mud.

With my route box and tool pack fitted to the bike I was pretty much ready to go a couple of days before the trial, all I needed was the route. As we've all experienced, the route can be a moveable feast right up to the start and the first official release was quite

different from what Garry and I had checked through earlier in the year.

I always edit the route, mainly to split the paragraphs to make them easier to read and also to up the font size several points so I can see it. In the past I've done this manually, which usually takes a couple of evenings, but recently I've been using ChatGPT to do the leg work, and I can reformat the whole thing in a couple of hours. With the lost sections and route amendments done, by lunchtime on Friday I had everything ready, so it was just a matter of resting and waiting to head out to the start.

Charles Whitaker, Garry and I were entered as a team, so we all met up as Garry's place and travelled up to the start in his van. Like most people, we were thankful the recent torrential downpours had ceased, and I was particularly happy the trial had no night run and started, breakfasted and finished at the Duke of York. Whilst I appreciate the logistical nightmare of trying to park a few hundred competitors, I'm not a fan of the night run and I find them tedious, mainly because in the dark you can't enjoy the scenery.

Knowing it was going to be a cold one I wrapped up in thermals, riding gear and oversuit and feeling much like the Michelin man, just about managed to swing my leg over the bike and headed off to scrutineering, signing on and subsequently awaited my turn to venture off into the cold Derbyshire evening.

Section 1, Hob Hay was reached 14 miles after the start, with cold already making its presence felt. It's a reasonably gentle section winding right and left between two roads but like any MCC section, you can't take it for granted as there are plenty of very slippery parts that can catch you out, fortunately this time they didn't.

With section 2 cancelled the queue at Tissington Ford check was already growing. I was number 74, an hour and a quarter after competitor 1 and it looked like all the preceding riders were there in the queue ahead of me. It was a long cold wait and the ride to section 3 was through a sensitive area to be ridden QQQ and mostly at 10mph.

Ballidon (section 3) is similarly tricky to Hob Hay, no dramas and over the slightly rutted and slippery track through to the QQQ farm and off to Cliff Quarry. Cliff Quarry is always an interesting section, you're never completely sure of where your particular route or end will be, so you have to be on your toes. This year was no exception but with the ground drying quickly after all the rain, there was plenty of grip.

The route then went through Dudwood farm, clearly there have been PR issues all over the route with many areas marked QQQ and this was obviously to avoid someone who didn't want the trial passing by them. This marks the importance of following the official route and not having a SatNav take you where it wants.

Twelve miles to the fuel stop at Whites in Calver and a quick warm up inside the shop and then off to section 6, Tumbletrees. This is a steep section that winds back and forth but was mostly dry and grippy but with plenty of lumps, bumps and rocks. From there it was back to the junction at Calver and to Haydale (section8) which didn't cause me any problems.

After another longish queue, Calton came next, I was happy not to have to do the restart as by this time I was pretty cold and tired and trying to get the 480 off the line on damp limestone would have been a challenge.

Next up was the breakfast halt back at the Duke of York and a reset of timing by having everyone leave on their

scheduled departure time. Great if you've ended up there early but probably a bit tough if you're already running late.

The sun was up as I lined up for the daytime part of the trial, though it was still cold, so I'd kept all my gear on. I joined the queue for Excelsior, happy to be in the sun and feeling a little warmth. In class C the restarts start to increase in frequency in the second half of the trial, so I was happy to get away from Excelsior clear after watching quite a few riders take a tumble on the tricky corner after the restart.

The three sections at Clough are always a lot of fun. Clough Wood was tricky with some interesting deviations needing much technique and careful use of the throttle. Clough Mine similarly needing more care and finesse after the restart, rather than my usual 3rd gear fire and brimstone attack on the slippery stuff. Old Clough Wood is enjoyable, and I was glad to see it back on the route. The lane that follows is quite long and meandering and I always think it must be something to try and squeeze a car down there.

Dudwood is another enjoyable group of sections/tests. The first section was a combination of two previous sections, with some tricky turns and the latter part looking quite chewed up. Despite my pretty worn tyre, I managed to steer the bike to the grippier parts and didn't have to resort to hooking 3rd gear and gassing it. Two special tests followed and this time I had to curb my enthusiasm and **not** sail over Line C with both wheels locked at 20mph like I've done many times before.

A second visit to Hob Hay and then off to Corkscrew which like last year started with a massive queue. Getting section opening times and available marshals is a difficult task but sending sidecars up there may not be the best choice. Personally, I think it's a borderline Class C section and perhaps the delay was

compounded by most of the sidecar entry being ahead of the bikes, which will always slow things down. After a considerable wait, Corkscrew was on good form and whilst probably the toughest section of the trial, I managed a steady ride on it.

The halt at Hollinsclough was reduced to 15mins due to delays so it was a very quick bite and away to Booth Farm. By this time, we were well mixed in with the Derbyshire (daytime) entrants and a number of cars. The kind start marshal recognised our position and pulled us to the front of the queue, which I really appreciated. Just 25 miles and Litton separated me from the finish, however on the road to Litton my low-fuel light came on and the 85-mile range of the Beta started to become a factor. All through the trial I had been filling up nearly double what Garry had on his bigger and heavier 650, clearly the Beta's 70hp comes at a cost.

Coasting down the hills as much as possible I made it to Litton and awaited my turn on this famous section. The restart was high up towards the end and the parts after the restart looked quite choppy. I watched as some riders made it look easy, some not, but everyone seemed to take different lines and no result was consistent. My turn soon came, and I found good grip from the restart and the final part of the section was kind to me. All I had to do was make it to the finish.

A few coughs from the bike along the final part of the route told me it was going to be close; I was probably half a mile away from the finish on the A515 when the bike gave a final pop-bang through the exhaust to signal the last drop. I had one chance; the fuel tank sits over the main frame rail and holds about 100cc in the other side away from the fuel pick up. Coasting down from 50mph I managed to slosh the remaining fuel in the tank around and tried a rolling bump-start. Miraculously, it worked, and the

bike roared back into life, and I made it to the finish with Garry and Charles.

All signed off and with the van loaded up, I looked back on what was hopefully a gold medal ride. The Edinburgh is a great trial, slightly marred by queuing and it's clear the route is under considerable pressure from NIMBYs

WHERE HAD ALL THE WATER GONE?

The M.C.C. Edinburgh Trial – 27th/28th September by Jonathan Toulmin

Hopefully the 2024 Edinburgh Trial, organised, as always, by the Motor Cycling Club and held on September 27th & 28th, would be a memorable one – for the right reasons! It would, most probably, be the end of a chapter in my motor sporting adventure. As a competitor I had driven in a very minor club tarmac rally in the Autumn of 1965 in my everyday 848cc Mini. In 1972 I had the thrill of being John Adams' Bouncer/navigator on the Land's End in Steve Dear's genuine 1934 MG Cream Cracker. In 1976, I was again in the passenger seat on the Land's End Trial, this time with Nigel Brown in his blown 1172cc Dellow. This year's event was great fun, with a good route, excellent variety of sections in, of course, the wonderful, and spectacular, scenery of the Peak District.

It was not until 1985 I entered the Edinburgh Trial in a rusty and virtually standard 875cc Singer Chamois (a Hillman Imp with lipstick). I had not planned my debut to be on the Edinburgh, but it seemed very appropriate as my father had started his trials career on a London- Edinburgh Trial, back in 1926! Thirty-nine years on from my first Edinburgh, with old age rearing its ugly head more and more, I decided that the 2024 Edinburgh Trial

who don't appreciate our presence. Many thanks to all the team, marshals, organisers and Duke of York team, who put on a great event under very difficult circumstances and make the whole thing possible.

I'm off to clean my bike!

should be my last. Despite contesting 170 trials (77 of them being MCC events), I have never perfected the art. [I am definitely not claiming any sort of record for the number of events entered – there are plenty of drivers who have done more, some many more, and many with a great deal more success]. No records, but they have, mostly, been great fun.

This year's event had 251 entries listed in the programme, split between 117 motorcycles and 134 cars. By far the most popular class was motorcycle class B with 71 entries, then C with 24, A with 8 and Adventure bikes and step throughs had 7 entries. The largest car class was 7 with 23 entries, 18 in class 5 and there were 12 X-90s in the main trial and 3 in class 0 out of a total of 15 who chose the easier class. The "Rally" class attracted 19 entries. There are more front-wheel drive cars on British roads than any other configuration – many millions of them, but only two took part in this year's Edinburgh. There were just three pre-war cars.

Just a day or two before the big event, there had been rain and more rain. The BBC repeated flood warnings and alerts and this seemed to include Derbyshire. It did not bode well for an easy trial, some of the usual Edinburgh hills could be slippery even without the lubricating effects of much water. Excelsior, Booth Farm and Litton Slack could be very difficult. As in previous recent years, Tissington ford would have to be negotiated – would it even be passable? Surely, we would meet a flood somewhere along the 165-mile route.

On the Friday afternoon, after 7 hours in bed trying unsuccessfully to sleep, we got up, had a late supper and set off, from near Stratford-upon-Avon, at 10pm, 30 minutes earlier than planned. That was lucky as we had only gone 5 miles when we came across a road closure, and so diverted along some rather unfamiliar country lanes. Forty-five minutes later, on the A446 at Coleshill, the road was also closed, (massive HS2 earth works). Again, there were no diversion signs! After driving through much of the Coleshill Industrial Estate and two neighbouring villages, we managed to get back on track. On the A38 just north of Lichfield, we had a 'splash and dash' and easily enough fuel to take us Calver. Despite these diversions we arrived at Scuritneering, which was set to close at 1am, at 20 minutes past midnight – and there had been no floods, hardly even any large puddles on the way.

We were signed on by 12.30 but running right at the tail-end of the trial, our start time was 03.13, so we had more than two and half hours to kill in a chilly (albeit with heater) marquee with no refreshments available. It was cold night, but the Suzuki X-90 has a wonderful heater. It took just half an hour to reach the first section, Hob Hay. I have driven it a couple of times, but worried slightly about doing it in the dark. Last year it had been cancelled because an earlier competitor's car was stuck, and curiously, after a 30-minute wait, it was cancelled again this year as Andrew Isherwood's Dellow was stuck! We were turned round in order of arrival. We tried to respect the 20-mph limit in QQQ areas (including the 1-mile before and after those areas) and also tried to limit ourselves to 10 mph on tracks, actually quite difficult to do.

At 4.50 am, we arrived at the junction with the A515 where a marshal told us that, because some earlier competitors had not respected the QQQ through the edge of Tissington village, we would

divert down the A515 towards Ashbourne, and then turn north onto the B 5056. So, the diversion was nothing to do with Bradbourne Brook being in spate at Tissington ford. We had been told beforehand that Wigbor Low section had been cancelled, so we headed straight to Ballidon. Unsurprisingly, there was a bit of a queue there, but we cleared it within twenty-five minutes, creeping silently at 2 to 3 mph through the farmyard.

Ten miles later we were in the queue for Cliff Quarry, forty minutes early and there was a little lightness in the eastern sky, but cold. There seemed to be a long period of no action, and it was 7am before we cleared the section. Being in class 0, we had the easier 'B' exit and there was no problem, but still a pleasure to clean the section with its steep descent from section ends. Less than half-a-mile brought us to Dudwood farm, entering where we normally exit. One thing my navigator does not like doing is opening and closing gates and there are six of them through the farm! Luckily, we were in the middle of a little group, and so 'she who must be obeyed' was excused gate duties.

The next section was Ballcross, remembered from Edinburgh Trials in the late 1980s and early 1990s and from Sheffield & Hallamshire club's "White Peak" trials of 1991/92. Surprisingly, there was a queue of eight competitors and a twenty-minute delay for a very simply section. We had arrived exactly on time and were still on time when we arrived at 'Whites of Calver' from a top up and sandwiches. The route took us west along the A623 for 4.4 miles. We resisted the temptation to avoid two route-book diversions from this main road, the second of which, as last year, took us along a narrow and rather bumpy track between drystone walls. Again, we stuck to 10 mph, but it did seem unnecessarily slow when there was not a house in sight, indeed not a person to be seen. We rejoined the

A623 shortly before Peak Forest from where we followed the usual route to Heydale.

Without hurrying at all, somehow, we made up a lot of time and, arriving at 8.30am, we were 50 minutes ahead of schedule, but not a competing car, nor 'bike, in sight. The section began in the usual place on the hard track. Shortly the surface became very rough with large stones. The Restart box looked evil, but, in Class 0, we were excused such difficulties. The section was very short indeed, which then left half a mile of very rough going at 10 mph, but we would not have wanted to go any faster. Shortly after rejoining the tarmac road, we were in a QQQ which seemed to go on for the best part of 5 miles and included a 500-yard hard track.

Next was Calton, the halfway point in the trial, 85 miles from the start. There was the usual half-hour wait here. A watery sun shone; it was still cold but with very little wind. I have a photo of my father (MG.PA) on this section on May 5th, 1934, on a Sutton Coldfield and North Birmingham event. In those days it was called Taddington Moor; officially it is Pillwell Lane. I have often found the section slippery and failed the restart as many times as I have got off it. Again, class 0 did not do the restart, so there was not too much trouble here. Twenty or twenty-five years ago, there was mud bath at the top, with deep ruts which was always a challenge, but this has now vanished. And so, to breakfast back at the Duke of York, still forty minutes early, so lots of time for a much needed bacon bap and cup of tea.

Being a time control, we left 'The Duke' at our 11.23 scheduled time. We crept quietly and slowly through Hartington to join a long queue for Excelsior section in "Dirty Lane" - its official and accurate name – at least the bottom bit of it. The section is very rough with a very difficult restart which I have failed in the past. Again, we did not do it, and we

scrabbled, bumped and banged our way to the top, although not without my bouncer's head making a significant impact on the roof – luckily without damage to the Suzuki! There was a mix of joy and relief to get to the top and without serious injury to the wife. It had taken virtually fifty minutes to clear Excelsior, then more green lanes on our way to the great fun sections that are Clough Wood and Clough Mine.

Chatting to marshal there, whom I have known for many years, MG M-type expert Mike Dalby, I selected 2nd gear as it is downhill and somehow, I thought that there would be an official 'Section Begins' at the bottom of the hill. There was not – I was approaching a sharp right turn up a steep bank in the wrong gear! A panicky change down and tread hard on the loud pedal – the Suzuki forgave my error, and we roared up the bank and took the shorter easier 'Exit B' for a clear. Then it was the exciting Clough Mine – again we were told to do the easier 'Exit B'. Again, I gave it 'the beans' – to the terror of the 'Trouble and Strife', but we stayed on course and shot out of the top OK, exiting the Clough Mine complex exactly on schedule. For the first time that day, I had let the tyres down, so after a speedy inflation, we were heading for Dudwood. Despite quite a long QQQ (20 mph) route we arrived back at Dudwood Farm (gates now open to my passenger's relief) 30 minutes ahead of time. There was a long queue, and it started to rain. Another storming climb, great fun, but a n anxious moment when we were heading straight for a tree, but the ruts carried us round and we cleared the section with grins on our faces – we were 'clean' so far, but there were challenges ahead!

We drove slowly, on soft tyres, through the open gates of the farmyard to the Observed Tests. I had intended to pump up there, but there was no car waiting for the first 'Deadwood' test, so that and the 'Robin Hood' test were both done on

soft tyres. Why is the test called 'Robin Hood'? I have no idea. The sun was shining as we pumped up before the fifteen-mile run back to Hob Hay for a second time. At the junction just short of the section, good friend Adrian Tucker-Peake told us that the section was still, or was it 'again', cancelled so we turned around and headed for afternoon tea at Hollinsclough. We would have been roughly on time at Hob Hay, but we arrived at the rest halt 1 hour early!

The route book said that we must take exactly 30 minutes and that we would be timed IN and OUT of the car park field. In practice the timing was inside the tearoom where two officials told us that the rest halt had been reduced to 15 minutes, although one of the men at the desk thought that it was 15 minutes minimum and the other thought it was a maximum. The queue for tea was long and moved very slowly. We got our two and very hot teas after 12 minutes, so we had just 3 minutes to drink them! We checked out of the hall exactly 15 minutes after arriving, but to keep everyone happy, we drove out of the parking field exactly 30 minutes after arrival, after all we had tea to drink!

On our way to Booth Farm, there was more 10mph rough track, a ford and several gates to negotiate. Then very slowly passing Dowall Hall and onto Booth Farm. I have tackled this section 3 times before – and failed it twice! If wet, we had no hope. I watched a couple manage it and one who didn't. It was beginning to rain, so I let the tyres down as far as I could dare. Our ascent may have been spectacular as, using too much throttle, the car attempted to mount the left-hand bank. A lot of wheel turning and I thought that we had, again, failed, but looking through the side window, I noticed that we were still moving – just! We crawled out of the top of the section with a mixture of joy and relief. There had certainly been more grip (less water) than expected. I

pumped up, wondering what the last hill - Litton Slack - would be like. As we were one hour ahead of schedule, we drove slowly along the lovely lanes passing the lane to Calton and paying a second visit to Miller's Dale. There was a light shower of rain which would not make Litton any easier!

At Litton Slack, still 65 minutes early, Class 0 were given a choice of doing "Easy Litton" or proper Litton. A dilemma indeed – do we choose the easier version, although, if wet, "Easy" or "New" Litton (not that new as it was used pre-war!) could be very slippery, but surely easier than the traditional section. Or should I choose to do the real Litton Slack, which, if I was successful, would be a brilliant finale to my trialling career. We were on for a "Tin", and we would risk that, perhaps, if we were brave and took the bigger challenge. My good friend Tony Branson, who campaigns my old 2-litre Marlin, was spectating there, after doing marshalling duties at Old Clough Wood. He thought that I would get up proper Litton – he had seen another X-90 get up.

So, we turned left through the gate opting for the historic 'proper' section. I let the tyres down a bit more. In the slow-moving queue we watched several motorcyclists, and the German driven BMW fail. The start marshal encouraged us telling me to 'go for it' or 'give it beans'. I took his advice, and we had a really gratifying, fast and straightforward ascent of a fairly dry Litton to close my trialling chapter.

We were two happy people who signed off exactly on time (6.23pm) – what an excellent event it had been, and we thank Mark Gregg and all the MCC team whose efforts had been so effective to put on a very enjoyable trial. We had seen no floods, but it was raining as we drove away from the Duke of York.



***Ready for the off
at the Duke of
York for the
2024 Edinburgh***



***(Photos by Dave
Cook)***



Wheelspin Table 2024 up to Tamar

		Exeter	Clee Hills	Coswold Clouds	Exmoor	Chairman's	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Paul	Merson	8			10	9	2	8	1	8	8							54	8
Jack	Selwood	3	1		7	10	3	8		9	8	5						54	9
Thomas	Jones				9	7	8	8		5		7						44	6
Julian	Lack	5	8					8	8	3	8							40	6
Andrew	Rippon				6	7				10	8	8						39	5
Simon	Oates	5			4	2	6	8			8	3						36	7
Matt	Facey		9	4			10					8						31	4
Steve	Hill	8						8			8							24	3
Karen	Warren	8						8			5	1						22	4
Brian	Hampson	8						5			8							21	3
Nicola	Butcher	8						5			3							16	3
Stuart	Highwood	8						3			5							16	3
Roger	Ashby							8			8							16	2
Nick	Deacon	8						5		2								15	3
Peter	Ashford	8						5										13	2
David	Middleditch	8						5										13	2
Gregory	Warren	8						5										13	2
Robert	Holden	8									5							13	2
Dave	Haizelden				4	8												12	2
Gary	Browning			6			5											11	2
Andrew	Martin				6			5										11	2
Paul	Watson			3				8										11	2
Dick	Bolt	1						5			5							11	3
Dean	Partington		10															10	1
Alan	Selwood	5						5										10	2
Patrick	Warren	5						5										10	2
Mike	Wills	5						5										10	2
Stuart	Holton					5					5							10	2
David	Foreshew						1	8										9	2
David	Golightly		6					3										9	2
Paul	Jones	5						3			1							9	3
Russ	Clarke							8										8	1
Matt	Johnston							8										8	1
Jon	Moore	3						5										8	2
Joshua	Moss			8														8	1
Keith	Sanders						8											8	1
Simon	Riddle										8							8	1
Simon	Woodall										8							8	1
Aaron	Haizelden			7														7	1
John	Charles							6			1							7	2
John	Early										3	4						7	2
John	Ramsden				1	1		4	1									7	4
Brian	Partridge							5			1							6	2
Stewart	Green				5													5	1
Sam	Holmes			5														5	1
Sticker	Martin							5										5	1
David	Slade		5															5	1
James	Shallcross						4											4	1
Keith	Farrance							3			1							4	2
Abbie	Jeffery							3										3	1
Richard	Kinver				3													3	1
Jonathan	Toulmin																	3	1
Neal	Vile							3										3	1
Sam	Phillips								2									2	1
Andrew	Dams	1																1	1
Mike	Wames	1																1	1
Nigel	Dell										1							1	1

Crackington Table 2024 up to Tamar

		Exeter	Clee Hills	Coswold Clouds	Exmoor	Chairman's	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Total	Events Scored
Karen	Warren	8.0		8.9	10.6	9.4	8.6	8.0		8.3	5.0	10.4					77.2	9
Simon	Oates	5.0			10.5	10.4	10.8	8.0		10.5	8.0	10.0					73.2	8
Jack	Selwood	3.0	7.0		8.0	11.0	7.0	8.0		11.0	8.0	8.0					71.0	9
Paul	Merson	8.0			11.0	10.0	6.0	8.0	5.0	10.0	8.0						66.0	8
Roger	Ashby				10.2	10.1	10.3	8.0		7.5	8.0	3.0					57.1	7
John	Early		7.9		7.5	8.4	7.8		8.4		3.0	11.0					54.0	7
Dave	Haizelden			10.7	10.4	6.0	8.0			10.4		7.0					52.5	6
Thomas	Jones				10.0	8.0	10.0	8.0		7.0		9.0					52.0	6
Brian	Hampson	8.0				10.4	10.3	5.0			8.0	10.3					52.0	6
Andrew	Rippon					10.4	10.6			10.3	8.0	8.0					47.3	6
Julian	Lack	5.0	10.0					8.0	10.0	5.0	8.0						46.0	6
Steve	Hill	8.0	9.6					9.3	8.0		8.0						42.9	5
Nick	Deacon	8.0		9.7				9.6	5.0	10.4							42.7	5
Matt	Facey		10.2	10.7				10.1				10.8					41.8	4
Paul	Jones	5.0	6.3	4.9	7.6				3.0		1.0	9.4					39.2	7
Paul	Watson				10.0	8.5		8.8	8.0								35.3	4
Stuart	Highwood	8.0	9.6			8.4			3.0		5.0						33.9	6
David	Golightly			10.6	10.7				10.3								31.6	3
Sam	Holmes			10.2	10.6				10.2								30.9	3
Gregory	Warren	8.0			7.7				5.0			9.8					30.5	4
Andrew	Dams	1.0			2.0	6.5		6.8				9.2					25.5	5
Robert	Holden	8.0					10.2				5.0						23.2	3
John	Ramsden		4.0		3.0	4.0			7.0	4.0							22.0	6
Keith	Farrance				9.3				3.0	8.4	1.0						21.7	4
James	Shallcross							10.6				10.2					20.8	2
John	Charles		8.9						9.4		1.0						19.3	3
David	Foreshaw				6.0			5.0	8.0								19.0	3
Jonathan	Toulmin		6.6						3.0	9.4							19.0	3
Keith	Sanders						8.0					10.7					18.7	2
Stewart	Green		6.0		6.0		3.0			1.0		2.0					18.0	6
Stuart	Holton		3.0			7.0				3.0	5.0						18.0	4
David	Middleditch	8.0	4.9					5.0									17.9	3
Tim	Hollings					10.3						7.4					17.7	2
Gary	Browning			8.0			9.0										17.0	2
Dean	Partington		11.0	2.0					4.0								17.0	3
Nicola	Butcher	8.0						5.0			3.0						16.0	3
Andrew	Martin				7.0			5.0			4.0						16.0	3
Bob	Tozer		8.5	5.7													14.2	2
Neal	Vile				10.2			3.0									13.2	2
Peter	Ashford	8.0						5.0									13.0	2
Simon	Woodall		3.0						2.0		8.0						13.0	3
Dick	Bolt	1.0						5.0			5.0						11.0	3
David	Slade		10.6														10.6	1
Peter	Barr				10.1												10.1	1
Joshua	Moss			10.0													10.0	1
Alan	Selwood	5.0						5.0									10.0	2
Patrick	Warren	5.0						5.0									10.0	2
Mike	Wills	5.0						5.0									10.0	2
Dean	Vowden			9.9													9.9	1
Giles	Billington		9.6														9.6	1
John	Cavendish					9.4											9.4	1
Peter	Jones									9.4							9.4	1
Aaron	Haizelden			9.0													9.0	1
Russ	Clarke							8.0									8.0	1
Matt	Johnston							8.0									8.0	1
Simon	Riddle											8.0					8.0	1
Richard	Kinver				5.0	3.0											8.0	2
Jon	Moore	3.0						5.0									8.0	2
David	Sargeant		2.0	5.0													7.0	2
Michael	Leete		6.9														6.9	1
Sam	Phillips								6.0								6.0	1
Brian	Partridge							5.0			1.0						6.0	2
Philip	Aubrey		5.9														5.9	1
Sticker	Martin							5.0									5.0	1
Nigel	Dell										1.0	4.0					5.0	2
Abbie	Jeffery							3.0									3.0	1
Mike	Wames	1.0															1.0	1

Navigators Table 2024 up to Tamar																		
		Exeter	Clee Hills	Cotswold Clouds	Exmoor	Chairman's	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Couds	Allen	Camel Classic	Total	Events Scored
Alice	Warren Carter	8.0		8.9	10.6		8.6	5.0		8.3	5.0	10.4					64.8	8
Natasha	Early		7.9		7.5	8.4	7.8		8.4		3.0	11.0					54.0	7
Nick	Sherrin	8.0				10.0	6.0	8.0	5.0	10.0							47.0	6
Dee	Champion			10.7	10.4	6.0				10.4		7.0					44.5	5
Hollie	Facey		10.2	10.7			10.1					10.8					41.8	4
Abbie	Jeffery	3.0	7.0		8.0	11.0	7.0										36.0	5
Jack	Highwood	8.0	9.5		8.4			3.0			5.0						33.9	5
Emma	Harvey		8.3	4.9	7.6							9.4					30.2	4
Lisa	Dams		2.9	2.0	6.5		6.8					9.2					27.4	5
Mike	Greenwood						10.6					10.2					20.8	2
Robin	Charles		8.9						9.4		1.0						19.3	3
Ruben	Foreshew			6.0			5.0	8.0									19.0	3
Melanie	Oliver		6.0		6.0		3.0			1.0		2.0					18.0	5
Joe	Martin				7.0			5.0				4.0					16.0	3
Thomas	Gladwyn	8.0						5.0									13.0	2
Marianne	Holton		3.0			7.0				3.0							13.0	3
Denise	Petrie		9.6														9.6	1
Tom	Aubrey		5.9														5.9	1
Matthew	Cleave										1.0	4.0					5.0	2

Pouncy and Red Rose Bowl National League CLASS 2024 up to Tamar																	
Pouncy League		Exeter	Clee Hills	Exmoor Clouds	Chairman's	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Tarka	Exmoor Clouds	Neil Westcott	Camel Classic	Total	Events Scored
Mark	Wills	10.0	10.4	9.8	8.9	8.6	10.0	7.0	9.4	10.0	9.6					93.7	10
John	Reeves		11.0	10.0	9.0	9.8		8.7			11.0					59.5	6
Kathryn	Martin	10.0	8.4	10.8	6.9	5.6	6.0			10.0						57.7	7
George	Godkin		10.0	8.0		8.8		10.7	10.6		8.0					56.1	6
Derek	Walter	6.0		8.8	7.9	7.6	6.0		10.4		7.6					54.3	7
Simon	Fillan	6.0	8.0	3.0		7.8	3.0	7.7	7.6	6.0	2.0					51.1	9
Mark	Bowden			9.2	9.2	10.3										28.7	3
Chris	Barham			8.0	10.2	10.2										28.4	3
Andy	Beveridge	3.0		9.3	9.2											21.5	3
Keith	Sams		10.0					6.6								16.6	2
Stephen	Brims		9.3													9.3	1
Red Rose Bowl																	
Andy	Beveridge					10.0	3.0		10.0		10.0					33.0	4
Geoffrey	Westcott	6.0				6.0	3.0		6.0	1.0	7.0					29.0	6
																0.0	0

FORTHCOMING EVENTS

Date	Event	Club	ACTC Cars Champ	ACTC Invite	Car/Bike Class 0?	Pouncy League 2025	Red Rose 2025
Sun 24 Nov	Allen	MMC&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
Fri 3 Jan	Exeter	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 4 Jan	Exeter	MCC		No	Yes-Both		
Sun 12 Jan	Bodmin Heights	Camel Vale					
Sun 19 Jan	Clee Hills	MMMC	Round 1	Yes	Yes-Cars	Round 1	Round 1
Sun 2 Feb	Cotswold Clouds	Stroud	Round 2	Yes	No		
Sun 9 Feb	Exmoor	North Devon	Round 3	Yes	No	Round 2	Round 2
Sat 22 Feb	Exmoor Fringe	VSCC					
Sun 23 Feb	Chairmans	Holsworthy	Round 4	Yes	No	Round 3	Round 3
Sat 1 March	Derbyshire	VSCC					
Sun 2 March	March Hare	Falcon		Yes	Yes		
Sun 2 March	Launceston	L&NMC		No	No		
Sat 15 March	Herefordshire	VSCC					
Sat 15 March	Awards Evening						
Sun 16 March	Torbay	Torbay	Round 5	Yes	No	Round 4	Round 4
Sun 16 March	Herefordshire	VSCC					
Sun 23 March	Single Venue Classic	Stroud		Yes	No		
Sat 12 April	Scottish	VSCC					
Fri 18 April	Lands End	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 19 April	Lands End	MCC		No	Yes-Both		
Sun 20 April	Presidents	Camel Vale		Yes	No		
Tues 22 April	ACTC Meeting						
Sun 11 May	Yorkshire Dales	A&PMCC	Round 6	Yes	Yes Both	Round 5	Round 5
Sun 18 May	Bovey Down	Windwhistle		Yes	No		
Sun 15 June	Testing Trial	MCC					
Tues 26 Aug	ACTC AGM						
Sun 14 Sept	Taw & Torridge	Holsworthy	Round 7	Yes	No	Round 6	Round 6
Sat 27 Sept	Edinburgh	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sun 5 Oct	Kyrle	Ross & District	Round 8	Yes	No		
Sat 11 Oct	Welsh	VSCC					
Sun 12 Oct	Welsh	VSCC					
Sun 12 Oct	Tamar	L&NMC	Round 9	Yes	No	Round 7	Round 7
Sun 26 Oct	Tarka	North Devon		Yes	No	Round 8	Round 8
Sun 26 Oct	Mechanics	Stroud	Round 10	Yes	No		
Sun 2 Nov	Exmoor Clouds	Minehead	Round 11	Yes	No	Round 9	Round 9
Sat 8 Nov	Lakeland	VSCC					
Sat 15 Nov	Cotswold	VSCC					
Sun 23 Nov	Allen	BMC&LCC	Round 12	Yes	No		
Sun 23 Nov	Neil Westcott	Exmoor		Yes	Yes-Bikes	Round 10	Round 10
Sun 30 Nov	Camel Classic	Camel Vale	Round 13	Yes	No	Round 11	Round 11