



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 :

2024 ACTC Champions

Paul Merson Wheelspin League *(photo by Dave Cook)*

Simon Oates Crackington League *(photo by Paul Jones)*

Andy Beveridge, Red Rose Bowl *(photo by Dave Cook)*

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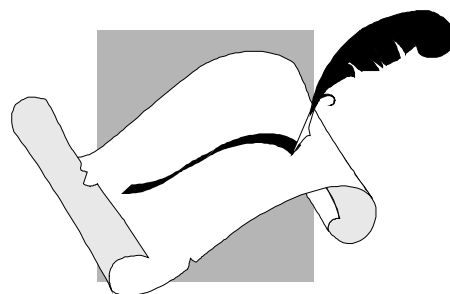
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EDITORIAL

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As I write this the sun is shining, which is great after all the rain we have been having!. Let's hope the good weather continues.

Many thanks as usual for ALL our contributors—authors, photographers as well as trial organisers, marshals and of course competitors. Sorry if I

missed any other important people / roles off.

I am very fortunate again to have articles ready and waiting for the June issue. The authors will know who they are.....

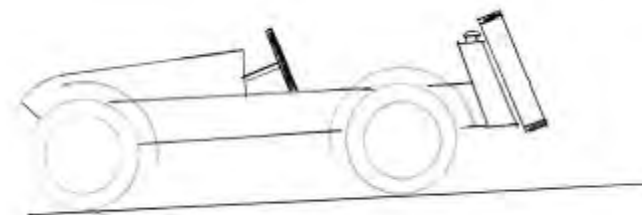
However **please** keep things coming. As I have said before you don't have to wait for me to ask you to contribute... if there is something you want to communicate please send it to me. All will be welcome.

That's enough from me for now.

Best wishes,

Pat

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CHAIRMAN'S CHAT

Two weeks to go before the Torbay, Keith and I are usually doing a rain dance, this winter the rain has just not let up and the ground is waterlogged. Visiting the landowners we are struggling to get to the sections despite there best efforts to help us. The sections which are rock and gravel have been severely eroded. Prayer mats are out and shovels and post crate to the ready and the working party will spring into action.

Before the Torbay I'm giving the class 8 Deere an outing on the Launceston, hopefully the trees won't be in the way !
1 Then the small matter of the ACTC awards, trophies all polished engraved and replicas ordered, massive thank you to Jack and Dee for getting them ordered and polished.

Regulars off the Torbay trial will have seen the caravan along the side of Kingswell Lane, unfortunately the tenant has passed away so will rest the lane this year, phew I hear you say.

We are well into the 2025 season and trial entries are very high with most events full or near full despite coming nearly every weekend, hopefully the Kyrle will be returning later in the year.

The latest championship table are looking close at the top with Duncan leading the way at yours truly in 22nd place.

Gave the Golf an outing on the Clouds, very enjoyable but hard work, the lower classes need a lot of help from the Coc, preferential start lines, no restarts or pressure limits should be the norm across all trials.

Marshalls are in demand for the Torbay so please message me if you can help, bring wellies!

See you on the hills.

Dave H ...



(Photo by Dawn Bewes)

Sect's Spin

As the Championship season gets in to full swing it's great to see the events continue to get good entry levels. Also good to see some new names appearing across the Bike and Car Classes.

The last few weeks have been particularly busy for me with preparations for the Torbay Trial which is pretty much full with a week's to go before closing the date. We are very pleased with the three new Sections we've found this year which are at two different venues, both of which offer even more potential for other Sections in future years.

Ticket Sales have also gone well for the ACTC Awards Evening at Padbrook Park with 42 people attending to reflect on the 2024 Season and congratulate the Award winners.

The next ACTC Meeting will be on Tuesday 22nd April. That may seem like a long time away but time moves fast (especially when you get to my age!) so if you have any particular issues you think we should be addressing, or ideas for improving our Sport, then now's the time to start discussing within your Club to get agreement for your Club Rep to bring it forward for the Agenda.

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

Regards,

Keith Sanders

ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

The start of the 2025 season felt fairly quiet for the bikes, but when we've been out the riding has been excellent.

The Exeter trial gave us frosty mud, Bodmin Heights was muddy mud and the Exmoor Trial was blessed with occasional sunshine. Unfortunately I couldn't attend the Clee Hills and the Chairmans was cancelled, but I'll be out on the Launceston trial and see what recent rainfall has done to the woods.

There's very little to report on the motorcycle front, other than the entries seem pretty good at the moment. The motorcycle coordinator role has been quiet and other than a few tyre queries, I've had time to get on with life away from the bike.

I have spoken to several people about increasing awareness of the sport but so far, nothing to shout about. On the whole, I'm finding that supporting new

(to classic trials) riders has been rewarding and important in securing the longevity of the sport.

It'd be great to see a few more Class A or D1 bikes on the scene, as they provide a different set of challenges compared to modern machinery. Apart from my own D1 outfit, I'd only seen a couple of others in the past 12 months. I guess I could say the same for Class S and three-wheelers, too. It's nice to see a variety of equipment on the hills.

See you drekly, Andy

Best regards,

Andy Beveridge
Motorcycle Co-Ordinator



(Photo by Peter Browne)

Camel Classic Trial, 2024 by Dee Champion

The final trial of the year was organised by Camel Vale Motor Club and is where the competitors try their hardest to gain the best score to win a trophy for the championships. It is time for those of us that won last year to take them off the shelf where we have proudly displayed them & return them so that they can be polished & engraved with the new winners.

The night before that familiar sound of tapping on the bedroom window, nope not a visitor that I was sneaking in, but the rain again..." Oh NO" looks like another wet Sunday. As the morning progressed the rain did stop to a degree, just a few showers at times.

Aaron was competing in the Deere, he was hoping that the car he has been working on would be ready in time with lots of new shiny parts but unfortunately, they are still working hard on it, that car will be in class 7 it hasn't been out for about 10 years. Once it is finished, we will see another little enthusiastic Haizelden riding in the back with his dad. Dave & I would be in the Scimitar, nice & dry!

Traveling to Bodmin, with the radio playing... you knew it was the 1st of December as Christmas songs were playing & even though you feel its slightly a bit early you can't help but sing along to them, well try to sing! Stopping at a garage for fuel & grabbing some beverages & snacks, as The Borough Arms was not open that early on a Sunday.

As we arrived at the entrance to the pub it was a tight squeeze for the Range Rover & trailer to get through, as trials cars were already waiting to leave to travel to the first section. They had to reverse back to let Dave into the car

park. Once unloaded the normal process of the cars being checked over.

It is always great to catch up with everyone, Chatting about trials & other things. We did bump into Ian Moss who last weekend at the Allen was marshalling on the special test & was splattered in mud, he said, as he was driving home the mud on his face was drying & every time he moved his face the mud started to crack! Shelly Deacon's daughter Charley Penny was responsible for signing on, then Shelly's mum & dad were the Start Marshals. Over 88 entries with 5 reserves of which John Cox was one of, he was lucky to be able to compete due to a couple of nonstarters. Paul Watson came over to have a chat whilst we were waiting to start, our time was 9 am car no 43. Paul was having a very healthy breakfast of a cigarette & a can of Monster!

Quite a few puddles left from the storm Bertie as we were making our way to HUSTYN, the first venture of the day. This was situated in a forest, as you can imagine it was a track in between trees! Which was slightly damp with a gradual slope with a raised area at the end. As we approached there was a small crowd watching we saw Ian Facey pop out of the end of the section, the sound of the supercharger echoing he made it look so easy. Ray & Hannah Ferguson were looking forward to trying out some of the challenging Camel Classic sections. But Hustyn put an end to their day of sampling them as a brake hose broke on their Liege.

Chestnut Rise unfortunately took Paul Watson out at marker 10 where he broke the prop shaft, today he was driving a Dutton Melos. Thomas Bricknell was a marshal here and Dave had a long chat with him, he used to drive an Escort but has not competed for quite a few years he still enjoys being involved in the sport. We reached marker 5.

Mine Shaft, Section 3A was for the bikes & classes 7 / 8 who had a restart.

Hustyn Path, Section 3 b, Restarts for the rest of the classes a painless climb except for the cheeky banter from the marshal ... Nigel Cowling! There was a neat row of cones at the top of the section, for some to knock over but not for us, we missed them & had our first clear.

Section 4, Jab & Left Hook was very tricky as we had another restart, the ground was waterlogged as we fled up the steep trail to the restart, which was positioned in quite a tight left-hand bend, we couldn't get off it. Nick Farmer & his navigator Tris White just inched a little bit further & gained a 3, but once out of the section they had to change the tyre as they had a puncture. On our way to this section, we saw a Beetle going the wrong way, it was Jamie Harding & Simon Shackson for them it was a goodbye to their day of fun as they had to retire due to their ball joints being worn out, & one of them had broken.

Making our way through the forest to Pump House we saw Norton with a few others gathered around the back end of the orange Beetle he seemed to be having problems there was some discussion about something smelling too rich, so I presume that is the petrol or oil. Here we pass James & Mike. A quick stop & chat before it was our chance to blast up pump house a slight gradual raise then an angled bend to the right. Marker 4 was where we stopped, a turnaround in the track then descending back to the bottom.

Watch how you say the next section, as it can be a bit of a tongue twister! Pheasant Plucker's Son, Norton finally retired here, another contender had to end their day of fun & that was the smiley Rob Holden in his BMW, the crankshaft wheel had started to break up.

Terry Coventry was waiting at the first special test, Hustyn which had ABC marker's & the route was an S shape to go around. The fastest time was achieved by Paul Merson 14.31 seconds.

On their way to Cardinham, then under a Viaduct to the next 3 sections, John Cox had problems traveling here his driveshaft had come lose so it was time for him to retire unfortunately. As the day progressed in the afternoon, we spent most of it putting down the roof on the Scimitar then putting it back up due to spurts of heavy showers that didn't last long.

As we were navigating towards Cardinham we were sandwiched between the two Peugeots with Andrew Dams in front & James Shallcross behind, the instruction on the route card informed us that shortly after the bridge ignore the right fork & continue up the hill, as we reached that point Andrew turns down to the right, we never saw them again. I have found out since that he retired on section 11 as the alternator belt snapped causing them to not have any power steering, they only just manage to get back to the trailer. Dave then says, "Are you sure you have read that right?" "I'm 99 % sure" checking the instructions as I then see James behind us. I sigh with relief & offer Dave a Minstrel with a smile.

After the two Penkester Sections, Clinnick was next that was situated by the Viaduct, Zara Crane was the marshal here & Dave had to sign his life away! Not really just to confirm that your brakes are in good working order.

The section gets very steep & there were a lot of loose rocks on the track as Ben Tonkin found out as we sped pass him flicking the rocks in the air, which caught his leg. We had almost got to the top but just couldn't edge over the marker 2, not a bad climb. As we slowly

reverse back down Clinnick with Ben hiding back in the foliage & shouting out instructions to help us reverse gently back to the start.

Next, we head towards Laneskin Woods once there, we were greeted by two marshals they were testing the diffs. Section 10A, ...Where there's a hedge was for the bikes & classes 7&8 the rest of us all had restarts on 10B, No hoop & Wheelie, only a 5, for us on here.

In the same area the next section was Laneskin. The beginning of the climb is fairly easy until you reach the sharp turn to the right then a curve to the left where the restart is, the ground was very damp & muddy we had a clear but trying to get out of the tight spot we became stuck between two trees one in front & one behind, Nick Farmer & Tris White to the rescue as they push & shove the Scimitar to get us moving again. The last hill in this area was AntHill, restarts only for class 8 again.

The final destination of the trial was yet again another forest, Helligan, which was near Wadebridge, usually as the competitors finish the 3 tasks here, they accumulate to see the action on the last hill. So, the first task here was the second special test. At the start of this test the marshal explains what we need to do emphasizing that we must miss the bright orange cones, which was lining the edge of the course. Ready steady go! With Dave's hands doing their magic on the steering wheel to guide us around the test as we slip on the mud straight into... YES, a bloody cone!

Helligan section 13 is a very steep track, which is quite challenging even though it's just straight up with no twists. Catches out all the competitors left in the trial dropping points here even the class 8s!

Now a wait at the last hill Helligan Zero at the start a slight steep turn to the

right up to the halfway point, where Nigel Cowling is marshalling & also promoting the new, I would say pinkish colour, but others would probably say a maroon colour umbrellas with the Launceston motor club logo printed on them which are for sale. There are also people gathered at this point then a little turn to the right straight again then when you get to marker 5 a sharp twist over a slope where the restart is located for class 8 only, this section gets extremely churned up with thick stodgy mud in places & is always a great challenge for everyone Only Keelan Hancock, Thomas Jones & Ryan Eamer got off the restart reaching the end to receive a clear.

After we had attempted the hill. We reversed back to the bottom to park up. It was now time to try the hill by foot, which was just as tough trying not to slip onto your arse! Simon Woodall class 8 climbs up to the restart with anticipation as he prepares to go for it, the Buggy's engine started to make an odd sound & he came to a halt, with the help from his friends to move the Buggy from the edge of the restart as he had become stuck & couldn't move so they helped to put him in a position so that he could go back down the section.

We decided to leave now so that was the end of this year's trailing for us & Aaron.

Back at the Borough Arms in Dunmere, it was time for a well-deserved, alcoholic drink & a Carvery to fill our bellies. Well done to all of you that won your classes a great day in the forests. Thank you to Camel Vale & all the people involved.

See you on Waterloo for the new season.

Dee

The Camel Classic, Sunday 1st December 2024 by Simon Oates

After a week of trying to dry out following a disappointing Allen Trial, I was looking forward to the last trial of the year. Solid rain on Saturday but a reasonable forecast for Sunday which should make fantastically tricky conditions under foot. Ashley Ruby took the wingman's seat and was picked up at 8am (late start for a change) and we trailered the car down to Bodmin where we parked up away from the Borough Arms (start venue) as there was limited parking due to a full entry on the trial. Car off trailer, down to the start and signed on under the gazebo in the pub car park. All done super efficiently and with beaming smiles as usual.

The pressure was on me in the championships due to my poor showings in the previous two events, so a class win was the target for the day. Left out of the car park and followed the route card for 5 miles to Hustyn Woods and the first section **Hustyn (1)** which was proving slippery and tough with only 3 of the 29 cars in front clearing the section. The tyres were down to 7 psi and I put my foot to the floor and just scrabbled over the top to clear the section. Ray and Hannah Ferguson in another Liege three cars behind had a brake hose burst on this section which unfortunately meant an early bath for them.

Through the woods to **Chestnut Rise (2)** where we dropped 4 points. Paul Watson and Mark Hobbs in their Dutton Melos started with gusto until their new prop shaft decided enough was enough. Let's hope next year's trials are all completed without incidence. There was only one car clear on the section, which was Ian Moss in his beautiful Lypiatt Special, well done that team. **Mine Shaft (3)** was used by bikes and

Classes 7 & 8 and posed few problems although we needed a long rope and 4 x 4 to pull Francis and Phil Thomas in their melos off a tree stump near the top. I gave points away on **Jab and Left Hook (4)** where I couldn't clearly see the top left restart marker until it was too late and stopped just below a root which I should have stopped on or above. As we got to **Pump House Climb (5)** we soon had a car stuck at the bottom whilst reversing down. A rope on the back of Gareth White and Francesca Wilkins Mercedes soon pulled it around and off a root to avert disaster. When it was our go, we managed to drop 1 point and reversed down very carefully.

Further into the woods to the tongue twister Pleasant Feckers Son (6) (**Pheasant Plucker's Son**) where we had the higher start line and a restart in the tree roots around a slippery left bend. We dropped 2 and should have stopped at the top of the restart box for a chance to clear the section but a bit of drizzle didn't help either. On the way out of the woods we were given an Observed Timed Test around a loop, into a ditch and astride the finish line, done without infringement!

Back on to the roads for about 20 miles to Penkestle Downs for a further three trying sections. **Penkestle 1 (7)** proved as slippery as usual with roots and clay stopping forward movement after a zig zag. We didn't even get to the class 8 restart and dropped a further 6 points. It's a mystery to me how the class 8 cars climb so far even when they have a restart – respect to you all. Unbelievably one car got to the top – Adrian and George Marfell in their VW Special, what can I say? Further through the woods was **Penkestle 2 (8)** with a restart that we moved off just enough to cross the 6 marker for a 5. Quite a few of the sections result in all cars come back down the sections even if they successfully clear the section as there is no other clear route out.

Once back to the bottom we return along the access track to **Clinnick (9)** where we sign a disclaimer form in case of accident and confirming our brakes work correctly. The only clears so far were bikes and the highest of the previous 24 cars was a 2.

We scrabble for grip and didn't quite gain enough speed or traction to clear the section and joined the "2 club". Six of the class 8 cars cleared the hill, even with a restart! John & Natasha Early in the green Liege had again been having problems with a misfire and were still very competitive but the hill was rough enough to break their distributor cap on the bulkhead of the car and end their trial. A bit more clearance needed before their next day out.

Back to the roads and on to Laneskin Woods and **Where There's a Hedge (10)** which defeated all class 7 & 8 cars, but we managed a 5. Two bikes and unbelievably two chairs managed to clear the section, not an impossible task after all! Further into the woods to **Laneskin (11)** for a blast to the restart and all the way to the top. Once completed we followed the arrows to **Ant Hill (12)** without a restart for us this year which proved easier than last year.

Road bound to the last test and sections at Helligan where we completed the Special test in a respectable time and immediately to **Helligan 1 (13)** for a straight blast up through the trees taking some of the wiggles out of play and reaching the 4. No cars cleared the section but one legend on a bike got to the top with a deviation – John Reeves!

The last section, **Helligan Zero (14)**, without a restart for us, proved impossible for our class to clear. The final right up a clay and root bank and into the woods wasn't passable for us and another 5 points were dropped. We stayed behind to watch the class 8 cars have a go and three managed to clear it

all after a restart. It was interesting watching information about the hill being transferred to the bottom by some, but wow, some brilliant styles and different tactics used around and after the restart box.

What a way to finish the Trialling year with a proper traditional event in all the best ways possible. Fantastic comradery, stopper hills, variety of sections etc, even the weather played its part, it was proper lush! Some aren't comfortable with the use of I.O.P. % for the final results, but that is up to the club. Neither do they penalise the timed observed tests where the times are only used for countback in a tie break situation.

Lowest score of the day was the chair of Mark Seward & Patrick Keat on 4 points and I.O.P.% of 28.57 who won the bikes overall and the Wadham Stringer Trophy. Cars overall was won with 25 points and I.O.P.% of 52.74 by Matt, Holly & Dolcie Facey and even Father Ian and Gregg Warren had a class win as well. Best Camel Vale member was won by Keelan and Ross Hancock with only 11 points dropped and I.O.P.% of 66.27.

A brilliant day's sport and thanks go to all that made it happen and supported the event. After loading the car on the trailer and getting home, the car refused to start with no spark. Two days of a heater running under a wet disassembled dash got her going until I put it all together again. Many hours of making sense of a hybrid Reliant / Suzuki wiring loom eventually traced it to corroded connectors, fuse box and replacing a FIA cut out switch. Trialling can be so frustrating!

Camel Classic by motorcycle by Andy Beveridge

Following recent rainfall, I suspected the Camel Classic was going to be a slippery affair and I wasn't wrong. However, I suspect you'd need a fortnight of dry weather to make any difference in the woods. The motorcycle entry was relatively small with four outfits and around 16 solos. The good news was that the number of restarts was reduced for the B2s and B3s, and completely removed for Class A. Fingers crossed for 2025 - I might break out the Matchless Tele-Rigid.

The day started with a trundle to Hustyn which set the tone for the day. Unfortunately for Luke Jeffrey, a puncture on his EML outfit ended their day before attempting the first hill. As for the rest of us, a mixed bag!

Chestnut Rise had recently been graded and was treacherous. I managed a three and was fairly confident it would stop everyone. Then, John Reeves cleared the section. Clearly John was on form.

Mine Shaft and Jab & Left Hook proved to be slippery and entertaining and then it was on to Pump House. Mark Seward showed us how it was done but judging by the provisional results, I wasn't the only one to fail at the restart.

Section Six (Pheasant Plucker's son) had a restart approximately 20 m below the summit. By this point, I'd found myself riding with Mark Bowden, John Reeves and George Godkin. The lower part of the hill was straightforward and all four of us went wide to square up for the restart - each one of us nearly coming unstuck as our front wheels slid out. Ultimately, we each cleared the section, but I'd lined up badly on the roots, so my final ascent was ugly but effective.

We were held for a few minutes before attempting Penkestle 1 which gave me time to think about the climb. I'd failed the hill previously and today was to be no exception. I restarted, found traction but then fell into a rut which put me off-balance, resulting in a footing and a six. The only motorcycles to the top were the outfits of Mark Seward and Adam Blacher.

I now know what the top of Clinnick looks like and it's steep. We didn't have a restart this year and the section flowed really nicely. I let the bike go where it wanted and made full use of the track but kept the power on for a clear run.

A tricky restart on 'Where there's a hedge' caught out the majority of bikes and then it was on to Laneskin. Following a restart near the top of the hill, the bikes go right and over the bank. This year, the bank looked like a badger had had a go at it but I found a line through the craters for the a clean.

I was fairly confident on Ant Hill, having marshalled the section before and a good idea of where the slippery bits are. However, that didn't stop me completely missing the restart box. Annoyed with myself, I pulled up to the top of the hill and waited for Mark and George. Then, it was on to Helligan.

Helligan is as steep as ever. I was one of the first solos up the hill so didn't see much action from the other riders, but George Godkin managed a one while sat on the saddle. No idea how he can do that. The only motorcycle to go clear was John Reeves. A short ride and we were into Helligan Zero. The section was extremely slippery after the restart and resulted in a wide spread of scores. Then, it was home in time for tea. The route card was impeccable and as ever, the event was tough. A big thanks to the organising team and the marshals. A cracking day out and I very much look forward to the next event.

The 2025 Exeter Trial by Kathie Martin

The lead up to this trial had been one of the best. Factory Friday before Christmas I went to a different town with a different group of friends. Partied the night away on the dance floor which must have had very strong ceiling beams, climaxing in a ride back to my m8s, egging on a 20-year-old who wasn't shy in his GTI. Bloody brilliant. That would take some topping. Did The Exeter disappoint? Of course, it bledy didn't.

With teamwork being dream work, my boys drove my van and a pickup vehicle to the finish for me. I trundled to the start with Humphrey in Jacks van, and the boys headed up and collected that from Haynes. Lucky beatch. However, I'd struggled to know what to put in each van. I realized that when I put my MX boots on at Haynes, and said, "Shit, I haven't got any shoes at the finish", because they were on my feet. Fortunately for me I am Mrs Clutter, and there were some old shoes in the van that would do.

Scrutineering and the signing on table I received a few handshakes regarding The Edinburgh write up. Thanks, and I'm still wondering why (I lie!) Scrutineering and the start procedure at Haynes flew by and I was soon united with my 2 fellow Teammates. Excited to start the adventure ahead I made a sprint back to the van last minute for my hi vis, as had Derek Walter pointed, "Where is it, you are all a bit dark". Don't think I will ever be organized.

Our start time arrives, and here we go. All the ponies are saddled up, a swing of the leg and a push of the button sees the steeds fire up with more of a roar than a whicker. Here we go, with my boys on the sideline shaking

their heads saying, "You lot are fckin mental". A smile from ear to ear I make up the rear with Derek at the helm.

Although I was as warm as toast, thanks to a last-minute ski jacket purchase from a charity shop, within minutes my forehead hurt. The helmet visor stays slightly ajar with the help of a cable tie to stop it steaming up. But it was just like when you eat a Maccys ice cream. Yep, I had brain freeze. And it was there for the whole trial.

Along we go and I'm overseeing the route, downhill into a roundabout and left..... ummm left. Derek turns right up the A37 to Bristol. I grin. Knowing that within a second or so, the illumines orange army of Phil Sanders in front of me will soon twist the bitch and fire the big 480 up ahead to stop Derek. With me no more than nodding in agreeance, as the normal format, Phil is back up front. Sterling effort though Derek.

Back on track, to my surprise a random bike ahead does a youie without looking behind. Unsure how my teamies missed T boning him my contribution was to shake my head in the dark. Phil led with a steady pace that Humphrey can cope with, only sliding past one tiny little Exeter sign. Always following the route from behind, yet Phil's reaction was seconds ahead of me and had spun the big boss around and we were back on track.

Riding along I was stuffing my face with jelly babies, and the smell of burning wood from people's homes was delicious. Reminded me of the legendary and former Dorset Steam Fair. It wasn't too long however, before the volume of sugar I had consumed started to make my tummy rumble, like the lad in the film The Goonies. Oh dear. There were pretty Christmas lights everywhere, trees still up, made the trial quite joyous.

Camel Classic

by Vince
Feeney

Nick & Ben
Symons on Where
There's a Hedge



Jack Selwood &
Kieran Bartlett, on
Where There's a
Hedge

Thomas Jones &
James Gibson
on Chestnut Rise



At the first section we arrive and I'm in my happy place. Downhill on the muddy lane with Hump's arse end thumping as he lands down some of the 'steps'. And there's a que, a mahoosive que. Time for a wee I think. Not gonna be easy with 4 lower and 7 meticulously tucked in upper layers. But now really does seem like a good time.

Humps precariously on his stand and me praying that he doesn't fall over, I trundle a few steps away behind a marshal's vehicle. In the dark, knowing that no one will see me, there's a lane behind this car. I take a step towards the lane and oh.... I disappeared up to my knee in a sloshy mud pit. I'm surprised, but laughing on the inside, then feel determined to pull my leg out. With higher ground needed I stub my toe into the bank, sensing that in front of me is a steep drop down over the woods.

Ok. I'm composed. Balancing on top of the wide bank I start to unpeel the layers. Feeling confident at this point as I can hear an outfit refusing to start up ahead. Arrhhh, the release is wonderful, yet both arse cheeks are burning with the cold. I lose my concentration, and my boot slips and I'm now rocking on both heels, toes in the air, over balanced backwards. The quads are screaming with burns as they are holding all of me on my heels, the Achilles pushed to their limit I bite my teeth, force my quads to help me and try to stand up with nothing to hold on to. Unfortunately for me I'm in mid-flow and can no longer hear the tinkling sound on the mud. Yes, you've guessed. My 4 lower layers are now absorbing what the mud had been receiving. No longer smiling, I am still fighting so I don't fall over backwards down into the woods, whilst wearing hobbles of rigid moto cross boots, ski trousers and flexi waterproofs around my ankles.

I managed to regain my footing, resumed the position in disbelief of what I had just done, yet not surprised as I am typically clumsy by nature. Resuming the squat, one finished her couple of litres of wee and dreaded the moment of redress. Loitering for a moment while the warm wet fibres made the same temperature as my skin, I waded over to tell Phil all about it. I could see he was laughing inside as his eyes changed shape and went slanty.

This happening before attempting the first section made me wonder, what next! Throwing my leg over Humps, freewheeling behind Phil I tell myself to forget it. The game plan will be, get up over this mudder fuddin hill and then stand on the pegs to dry out. Away Phil goes and the marshal encourages me to go. Blimey Phil, how fast! I wasn't ready, that's how I roll. With thanks to the heroes on the start line, away I go. And I'm smiling again, forgetting all about Miss Pissy Pants.

Out the top of the section I'm singing away, dropping in and out of the puddles, once again living the best life. Approaching the road, a few trial cars have arrived, and one guy asks me "Is it cold?" With a rub of the upper chest area I reply, "Nope". What is it with combustion engines and mud. Brings out the devil in ya.

Onto Musbury Garage, fuelled me ol' mate and was about to leave when, thanks Phil. I would of ridden away, not checked in at the control and missed out on the chocolate. Thank you, Phil & Marshals. Riding along to the next few sections, I thought about how lucky we were. I'd got new sprockets on Humps, out with quality friends and all the bikes were behaving impeccably.

The sections were coming at us at regular intervals and leaving section 6 we were warned about some potential

ice ahead. Maintaining the same rhythm forward we skate. Well, if there was ice so far, I hadn't really noticed it. Downhill we rode and there in front of us was a scattering of objects. Cautiously slowing, we all stop to allow the people ahead of us to sort themselves. Sorry, but it was amusing. Cos one of them was like Torvill and his bike was like an incapacitated Dean. The guy must have thrown his leg up to get onboard in excess of 10 times but simply kept kicking his bike in the guts. I waited patiently, but it was past Elevensies. Both my teamies had soldiered on. I stuffed Humps into the hedge, and he sank in the soft verge. A twist of the throttle, he ploughed through the mud to get us to the bottom of the hill and turn right, across the ice. Dear bike, always sorts it for me.

Riding on, Phil and Derek judged the speed to perfection. We never caught a bike (unless it was laid down taking a rest, then we did). If I had led, we could probably have been 50% slower

I had thought that if I stood up on the pegs, then my kit would dry out a bit. But I had waterproofs on, so the fibres were going to remain damp for the foreseeable. I do standup however to relieve my coccyx, as Humps reminds me that he's nice and hard. Each time I stood up to rest the coccyx it was exactly the moment we would ride through an area of extreme farm smells. They smelt so bad that you could taste it, and you couldn't get the taste of da shite out of ya mouth. I though Derek would think it was me blowing off.

Humphreys headlight is weak, so I use an additional auxiliary light. At 5am I realized I had a spare battery, so I turned it on for the road. I saw the white diamond glistening of the road frost. I quickly turned it off and felt relaxed again!

Into Greendale we arrived. The circus tent is so unusual and very pretty. Directed to where to park we had a long walk down to the wonderful facility. I had a tea, coffee and a squashed cheese roll I had taken with me. I'm not tight, no definitely not. I'm just not a luvva luvva of fry ups. Chatting away with the tw time control marshals I learned a lot about trials. Ahead of me was a little wrapped up fellow who in a quiet voice said, "Hello Kath". Oh my, it was John Mitchinson of Rally Raid Products. How awesome to see him, wanted to chat for ages, but he had to dash off to collect a bike he'd bought. The long walk uphill to the steeds worked off the roll and Derek led from here.

Following the lads I made a few observations. Derek leans at random off the side of his bike which I found amusing to my tiny brain, as why! He takes his foot off to change gear, and often shoves his leg out straight, says he gets cramp in da groin. Get a Humphrey, don't get none of that with him 😊 Phil however. Periodically he sits with 1 arse cheek on the seat, I'm guessing to relieve the ache. Oh, did anyone else notice the road sign had been changed from Bickington to Dickington. Nice little chuckle on a cool evening. Did anyone else see the goggles and a glove on a section? Perhaps I'm not the only scatterbrain.

Downhill to Tillerton. Now because of my near fall over with pissy pants at Underdown, I'd decided not to drink much out of my hydro pack. Yep, I was getting dehydrated, especially after the 2 caffeine drinks at Greendale. Clutch is in and brakes gently on heading downhill, and I've got cramp in my clutch hand. I can't get my hand off the lever. I want to get to the bottom of the hill so I can get off Humps and peel my fingers off the clutch. I say, "Excuse me" to a sidecar man, "Please can I come

through the gap". Surprisingly he said "No"! I kinda wasn't asking, as I had to get off the bike. At that moment Humphrey was like a rat. His head fitted in the gap and was followed by his body. I wasn't being rude, no. I was just welded onto the bars with cramp!

The event timing. How on earth do the MCC work them out! The trial ran like clockwork for us, and we were near the back of the bikes. I guess its years of experience being handed to the next generation. Mark Gregg Sir you cannot leave..... please don't.

At the start of Wooston we saw Chief Official Ian Thompson. I questioned starting on the right-hand side, going into a right-hand bend which is sideling away. Ian said it would be fine on the right.

Well. Off I go. And to be truthful, Humps had been a bit heavy in the hand on most of the sections, chattering his teeth on the front end, and bouncing around as happily as a hooker on a Friday night.

I possibly had too much air in the tyres again. Really must get an accurate gauge. Approaching the first bend, Humps jumped out of the rut. I resorted to verbal scolding, and he dropped back in and finished the section past white rock reprimanded.

Riding through the woods I could see something dangling. My left auxiliary light bracket had worked free. I stopped to tuck the light into my headset and luckily the two gents were waiting before the road. Yes, too much tyre air, ya bucker. Bucker I said.

Along to Ilsington Village Hall where the welcome is as warm as Greendale. Spent time outside (probably irritating) former Lands' End COC Tim Flooks who had had a knee operation. Professional cyclist in the

past, unless I got that wrong. Inside was his wife Helen, entertaining us with the other ladies at the time desk. It was lovely and warm in there and being dry outside, minimal mess. Signing out arrived, as did the first of the cars. Down the lane to Simms with many pedestrians heading the same way for some Saturday fun. Hope they felt inspired to have a go themselves. There was a good crowd lining the banks.

I could see the ever-enthusiastic trialling marshals running 'their' hill. With anticipation, I wondered how well it had been prepped. Off the restart I go and while passing through the treacherous (that's how it looked to me!) Class 7, or is it 8 box, a feeling of relief swept over me. Nigel Cowling was one of many marshals at the summit, who offered a great big friendly hug. He was genuinely excited and happy to see us. I said to Nige "Good luck to the cars getting up there today!" It was slippery and they had prepped it to perfection. Nigel nodded and grinned a great big smile.

Before I knew it, we were at Slippery Sam. I'm not sure if it was this section, but I do remember a lady at the start of a section telling me, "A lady rider had fallen off twice already" I really didn't want to hear that! Off we go, bouncing along like Humps had done the whole trial and the restart seemed a fair way in. I had started to think that I'd missed it. My bike hauled his arse off the restart line for us and I felt as giddy as a schoolgirl misbehaving down the bike sheds, with my smile so wide, I almost swallowed my tongue

The ride to the finish is the time when I start looking over the hedge for the sea. Downhill to Shelden around the S bends to the bridge, Phil is awesome around those irregular bends, I can never judge it right. Before anyone gets emotional, he's possibly in 3rd with little or no throttle! Don't tell him, but I'd like

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to cruise around those bends like that. Crossing the Teign Bridge is my favourite part after Slippery Sam, imagining people walking out into the sea to that cocktail bar. Imagining it was me!

Arriving at the hotel we were greeted with a warm welcome at the signing off desk. Ian Myres and grandson came over to say hi, and brought with him a selection of motorbike covers. Into the hotel we went and met with Paula, Phil's wife, Liz Derek's partner and others. It was a fabulous way to end a trial, the hotel foyer full to the brim of trialling enthusiasts and those supporting their crazy friends and families.

Being Pisces, I couldn't wait to get into the hotel pool. I got in and it was cold! Within 14 minutes I was in, tread water and out again. It was the first time in 14 hours or so I felt cold! Headed to my room, and boom, power cut. A cold dark room with wet hair. Back to the swimming pool and hair dried, then it got wet again as it was pouring down outside. How lucky we had been to have a dry trial. I had a beer in my room, but decided that was way too boring, so I went to the bar and bought 2 lovely beers. Yup, both for moi.

Earlier I'd told Phil I wouldn't be drinking much as I would be away around 10ish the next day. That went out the window 😊

We all had a fab evening talking rubbish with some of the best company. And to top it off, we were on the winners table, with both Celia and George winning their Triple and rather large and stunning silverware. Dave Middleditch added regular nods within the laughs of the night. He'd been trialing with his son Sid who stepped up and took irreplaceable photos of the winners and those who received well deserved awards. Sid, see you next time, as you're the next generation of hooligans. When the evening was over, I took a table salt back to my room, expecting cramp in the night, but slept right through. Disappointing really! Driving back through the floods the following morning (keeping to the speed limits) was the culmination of a brilliant weekend, as I love the water thrashing up under the wheel arches.

3 times a year I'm on time. And that thanks to the MCC and their awesome trials. Thanks a million. Love to ya'all & see you on the next one

K & H X

Bodmin Heights on a Bike by Andy Beveridge

No solo motorcycles were allowed on the Bodmin Heights in 2024, so when the regs came out in 2025 and solos could ride, I got my entry in right away. 29 bikes entered and most started, making for an excellent day of competition.

Heavy rain saturated the sections beforehand, but we experienced a rare break in the weather and avoided rainfall. That said, the wet ground made

for a challenging day. Sections 1 & 2 were cancelled for cars, but the bikes got to ride both hills. Colwith as essentially a slippery right-hander, but I got caught in a rut towards the top, scoring a three. George's gallop caught me out near the start as I slipped into another rut but looking at the results, I wasn't the only one! By this point, Gareth Andrew's starter motor had failed on his outfit and bump-starting him became a recurring theme (thanks to all that helped).

By now, we'd sorted our riding positions, and I joined up with Mark Bowden on his Montesa. We spent the

day trading points and both of our scores seemed to improve after the Colwith sections. Section 3. Daisy's was a nice hill to settle any nerves and most bikes went clean. County Climb proved a bit more challenging, however. The right-hander looked like it would be the crux, but the majority of solos made it past the corner and span out higher up. The sidecars had a tougher time with the best of their scores being a three.

Mark did a nice job of Section 5. Tall Trees so I followed his line and promptly failed within the first few metres of the hill. Not enough speed apparently – time to be more aggressive.

All the solos cleared Robbyduggan, but the outfits had it harder. Their best score was a two.

Kingswood made an appearance for the first time in many years and was an entertaining ride. I made it up the hill, but thick mud appeared about 50 metres from the finish, and I had a little lie down in the track. I jumped back on again but never regained composure, so paddled my way to the section end (complete with another 'rest'). Not ideal, but several other riders showed how it was done.

The 2nd Bodmin Heights Trial by Norton Selwood

The Bodmin was to be my third event in my rebuilt 1300 Beetle. A mad rush at the end of 2024 to get it finished meant I had competed on the Allen and the Camel, but with a few tweaks over Christmas I was looking forward to getting a full day of learning done, this time with younger and annoyingly successful brother Jack in with me.

The weather leading up to the event had been pretty sodden down in Cornwall,

All motorcycles cleaned Hoskin Hill and then it was into Bodmin for fuel and a Ginster's pasty.

Hay Farm gave excellent sport and despite the ground being similar, each of the hills had a different character. Hay Pole was a nice stone track with a restart and a tight corner, and Hay twist had a steep and slippery deviation which caught most of the bikes (apologies to Jon Moores for nearly landing on him as I dismounted). Hay Fork and QE2 were good riding and the special test, a blast down the track, sorted the class win for the sidecars.

Hustyn was the only section shared with the '24 Camel Classic and given the day we'd had, was one of the easier hills. From there, we made our way to Eddy's Incline and Eddy's branch line. The incline put up surprisingly little resistance but despite clearing the restart, I managed to bog myself on the flat for a two, just before the end.

All in all, the Bodmin Heights trial was an excellent event and despite what my score card shows, I had a fantastic day. Full credit to Camel Vale Motor Club, the organisers, marshals and landowners. Great effort and I'll be back again; hopefully as a passenger on a sidecar.

so the organisers had their work cut out to try and readjust and make hills climbable for all. There was also a new start venue for this event, at the Mill Café, which I thought was an ideal spot. A short road run took us to the first two hills at Colwith. When we arrived, we were met by the clerk of the course telling us to just let the tyres down flat, and that was just to get to the section! We got to the start line and then saw James Vivian in the Escort had got stuck against a tree reversing out of the first hill. No problem though, along came the landowner with his chainsaw, tree removed, and James was back on his way. We had a decent attempt at the

first hill and avoided the trees. By this time a fair queue had formed at the entrance, so while queuing for the second, the Clerk and Deputy made the call to cancel the first two sections for saloon cars and just run Section 2, George's Gallop, for 7 & 8. A wise call I reckon, so the trial moved onto Section 3, Daisys.

The saloon cars had all got a bit jumbled after the first two hills so the big forestry clearing allowed us to sort ourselves out and get back into some sort of order. We were following Dave Ball in his Class 4 Beetle and were pleased to climb to the 6 on Daisys, only to be eclipsed by Ryan, Claire & Charlie in the blue rocketship who stormed to a 3. Class 4 legend Henry Hoggart was out in his Melos and was the only class 7 to see the section ends, that must have been some climb.

After Daisy's the trial headed into Laneskin woods for 3 hills, two of which were new to me. County Climb and Tall Trees both started off the same forest track and climbed steeply into the woods. The wet weather meant there was some big scores here, with Roger Teagle doing the best across the 2 hills here with a 2 & a 1. We took our 8 & 10 and moved swiftly on!

We arrived at Robbyduggan just in time to help push Phil Parker's Escort out of the section and down the escape track with clutch failure. The hill starts on the flat and turns right before heading up a mossy bank. I had marshalled here on the 2024 event so knew the corner would be tricky. Blind luck saw us turn in and burn to an 8, which we were pleased with. Down the track to blow the tyres up, and Ryan pulled up and said he'd had an 11. I tried to say hard luck without smiling too much, knowing chances to outscore Ryan today would be rare. Not sure I succeeded!

After Laneskin woods there was a very short road section to another new hill to me, but one that was used years ago, Kingswood. This was a proper classic section, a steep muddy lane twisting up between hedges for what looked like forever. With no use for several years the lane was clearing out with every car that went over it, each going a little bit further. At the bottom we saw Greg Warren who said he would have liked another 20 cars in front of him, we soon found out why! We gave it everything we had and not far after the 10 marker the lane started to level out, it felt like we got right to the point where it started to level but it just wouldn't quite burn out over. We reversed down to the holding area to watch Ryan fly out of the bottom part of the hill, followed by a very committed Steve Ball in the X90 who did the same. Will definitely be back next year to have another go at this one!

After Kingswood we went into Cardinham woods for a blast up Hoskin Hill, under the watchful eye of some trialling stalwarts, Dick Bolt, Lester Keat, Norman & Yvonne Tonkin and our parents! No restart for us and our first clean of the day. Good to see the diff test out too.

The trial then headed through Bodmin and out past Cornwall showground to Hay Farm and a set of hills I remember doing on Camel Classics about 10 years ago. Nigel Cowling and Simon Riddle were waiting for us at the first one, Hay Pole, which was a climb up a steep track, with a restart on a landing, followed by a sharp right at the top. All 3 of us in Class 4 had 1's here, the right hander proving too sharp.

Next up was Hay Twist, which seemed to have a bit of everything, mud, trees, ruts, restarts, deviations and a ford. We really enjoyed this one, even if the ruts were a bit savage near the top. My passenger seemed worn out at the top, with all this driving he's been doing he's clearly forgotten what its like to do a day

on the hard side of the car! Calvin Moores unfortunately retired in the J2 here, he was having a storming day and leading Class 7, gutting.

Hay Fork started with a wiggle before turning right up a bank. Dave Ball and I had 6's but Ryan had the best climb of any saloon car to the 1 marker, awesome. 7 & 8 had a restart and Henry once again outclimbed the class to have a 1 himself, before most of Class 8 came along and saw the top.

QE2 was the last section in this complex. What I should have done is pulled onto the start line, stopped and adjusted my tyres, as this hill had a much sharper first 50 feet than the one previous. However, I did none of that and paid the price, collecting an 8. Lesson learnt, and some choice words from my passenger to boot.

The special test was along a rough track on the way out, so knowing our class wasn't going to be decided on times, I took a gentle approach. FTD went to Simon Oates in the Liege.

Next up was Hustyn, a hill I've never had a good result on. The extra 10 feet of start line compared to the Camel was a welcome sight, and I was chuffed to score a 2, by far the furthest I've ever been. Once again though Ryan & family stormed to the top, only joined by Ian Facey in the saloons and Fran & Phil Thomas in Class 7. Class 8 also had a restart, but still more than half the class saw the top.

The 2nd Bodmin Heights Trial by John Cox

A quarter to six on a Sunday morning, and a horrible alarm clock sort of noise. I would normally be expecting another two hours in bed even on a weekday. But it was the day of the Second Bodmin Heights Trial, and when the devil drives.....

The final two sections of the day were at Eddy's Branch Line, known for being used on the Lands End the last few years. The first hill here was Eddy's Incline, a new section, a short sharp climb up a bank. It appeared to have a grippy surface, so I was unsure on my passenger's exuberance with the tyre gauge, but he'd talked me into some lower pressures earlier in the day that had paid off, so I went with it. However, he was sacked from that job when we stopped at the 2 with too much grip. Ryan had similar trouble to score a 1, and Dave B flew out the top, joined shortly after by his father in the X90.

The final hill was Eddy's Branch Line, with restarts near the top for all classes. It also had a sting in the tail, which we found, was a bomb hole that stopped us fast enough it felt like the car jumped out of gear. Ryan found the sting in the sting of the tail, as he ploughed through the mud pit and then couldn't turn into the chicane round the haybales at the very top.

We stayed and watched a couple of others and then made the short journey back to the Borough Arms to sign off and collect our stickers. A massive thank you to Simon, Emma, Ben and the rest of the team, plus all the marshals, who put on a brilliant day's sport. It was great to do so many new hills and not know what was around the next corner. We will definitely be back next year.

Having picked up Keith, my navigator for the day - luckily, he only lives a mile away - we are off to the Burrough Arms. Having unloaded the Lotus Elan (He must be mad I hear you say) we set out for the Mill café which turned out to be one of the nicest start venues I can remember.

Scrutineering successfully accomplished (a bit of a relief as a temporary bypass wire had to be fitted to the dipped beam

the day before - it is a Lotus after all!) and a quick cuppa with Dave and Dee and it's off to section one.

After arriving with only one slight navigational error Mike of the Peugeot 205 informed us that it was a "mud pit" down there. After a few minutes and a quick pee - I am getting on a bit - Simon informed us that both the sections were cancelled for classes 1 to 5 or we would be there all day!

So about turn and off to Daisy's where we achieved a slightly disappointing 8, admittedly on relatively high tyre pressures. After having to wait around for a while to get the cars back in the correct running order it was off to section 4, County Climb.

At County Climb we thought we achieved a 7, but the eagle-eyed marshal said 8 and sadly I am sure he was right! Down the track to Section 5, Tall Trees where the Elan got into the section and promptly bottomed out for terrible 11.

A long delay followed - time for a delicious egg sandwich and a chat with a couple of cyclists, and boy are those pedalling machines sophisticated. Anyway, down the hill to Robbyduggan where we achieved a very satisfactory 8 as the very skilled marshal said it was the best car so far. All is forgiven little Elan.

Then on to Kingswood. What a blast. The three marshals at the start, who shall remain nameless, suggested that I should keep the pedal to the metal (or fibre glass in my case), and "keep it flying John!" Perhaps I took the advice too literally as I went through the second gate sideways and how I did not modify the car on the granite posts I will never know. The net result was a loss of nerve, forward motion and a 7.

Back on the road to Hoskin Hill. How nice to do a familiar section I have done many times. Ease off the restart for an

easy clear - unfortunately I was not the only one.

Quite a long road trek to Hay Pole where I stupidly drove straight through the restart, then section 10, Hay Twist where after going through the stream, and up around the corner I grounded out again.

On to Hay Fork for a 6, and then section 12, QE2. A slight misfire, I suspect a dodgy distributor cap, which had been coming and going all day (it is a Lotus after all) manifested itself just after snatching second gear and the car temporarily died then and there. Oh well.

After the special test we grounded again, holding up the whole trial. Thanks to all the pushers and four really fit guys on the tow rope (I was really scared I might run one over!) who extracted us just before Simon in a 4WD could get there.

Then back on the road to Hustyns for a quick blast and a reasonable 2 before three miles to section 14, Eddys Incline. Nearly at the top with the sun in my eyes I had to stop as I could not see I had to turn right! Then finally to Eddy's Branch Line where we managed the restart only to - you've guessed it - ground out again. Luckily there was a helpful chap with a huge tractor who just happened to be there who kindly towed us out of the section for a 5. And we had our only puncture in the whole trial.

A great if tough trial. Many thanks to all who organised, set out, and marshalled. They took no prisoners! We thoroughly enjoyed ourselves in a rather muddy way.

And the Lotus? It finished without breaking - two out of four. It has a whole lot of suspension parts from a + 2 to lift it up waiting to be fitted. "Lots of Trouble Usually Serious" hopefully about to change to "Lots of Trialling Usually Successful!"

Neil Bray & Simon
Robson,
Class 3 Ford Escort



David & Anna
Robinson, Class 5
Reliant Scimitar SS1



Exeter ***by Duncan Stephens***

David & Sidney
Middleditch,
Class 7
Dutton Phaeton S2



Bodmin Heights

by Vince Feeney

Simon Oates &
Liam Hartley
Class 7
Liege S

on Hustyn



Tom Coles &
Rob Bywater
Drake
Class 6
on Daisy's



Paul & Charlie
Merson
Class 8,
DP Wasp
on Hustyn

John Reeves,
Class B2
KTM Freeride



Clee Hills Trial

**by Ben
Lawrence**

on Easthope 1



Michael Edwards,
Class B2
Beta Xtrainer

John Kenny,
Class C
Beta Enduro



Mark Gregg &
Colin Watson,
Class 5 Austin 7

Clee Hills Trial

**by Ben
Lawrence**

On Hillside 2



David Slade &
John Cavendish,
Suzuki X90



David Golightly
& Carla Smith,
Class 2 Ford T

2nd Bodmin Heights Classic Trial by Duncan Stephens

Following on from last year's inaugural running of the Bodmin Heights trial organised by Camel Vale Motor Club, ACTC had added it to their championship for cars. 2024 saw a handful of sidecars and 35 cars partake with Matt Johnson taking the overall win in a white Troll very similar to that of the clerk Simon Groves.

2025 saw the event run a week after the Exeter, and a week before the Cleve Hills trial in Shropshire and the addition of solos. A couple of months prior to the event the club were informed by Forestry England that Dunmere would not be available due to ongoing felling of 80,000 tonnes of timber! Yes 80,000!!!! This necessitated a hunt for some new sections and old lane sections along with much preparation work over Christmas.

A serious headache, as this meant a huge search for new sections, recreating old sections not used for many years. Six sections were carried over from last year, and nine new ones planned for the 10 sidecars, 18 solos and 42 cars making the entry of 70, but alas Matt couldn't make it back to the challenges of Cornwall!!!

The Borough Arms has been used for trial starts and finishes for the club, but the start was moved to the Mill Café a mile up the road run by Alan Keat's daughter Chloe. It was heard that this was the best breakfast of the season. The owner arrived to open the nursery prior to Sunday trading to find us all there and was gutted he had missed half the entry leave. Great stuff.

Everyone seemed to have navigated the disaster that Sport80 is for bikers and now inflicted upon us car crews too. Not

a user-friendly system, but there were some frantic downloading, screenshotting and club rejoining! Planned tyre pressure limits on a number of sections ended up being cancelled following a very wet set up in the days proceeding.

Paul Watson stated after the Camel he was having a year off to get the new Imp built, but further to a few hours watching Simms, with his elder two boys, the bug had bitten well and truly and a Stroud MX5 was purchased Sunday to use on the Bodmin Heights!!! Ian Facey was out with a new passenger, Jeffery George, whose name was recognised by Alan Keat as an ex-rally driver with a black Escort and mega screaming engine!! Correct, but he is also the owner of a complex used by Holsworth MC on the Taw and Torridge trial who has been busy creating sections for the club with his digger, but had got so far and didn't know where to go next!! A day in the Z3 aimed at educating. God help us in September, but how fabulous to have such a keen landowner!!!! The start was also a bit fraught for Greg and Patrick Warren who unloaded the Escort after major surgery by the younger during his Christmas holidays from uni, and then it wouldn't start. Eventually tracked to the car's earth lead and a rush to the start where they were fast tracked out onto the road to take a few deep breaths and stop flapping. The Z3 on the Camel was much less stressful Mr Ford!! Maybe the Escort was complaining about your allegiance about your brand loyalty having been in two German vehicles and a Czeck in the preceding months!!!!

The trial started with a trip out to land owned by a motorcyclist near Lostwithiel for two sections at Colwith. These challenged the bikes more than the sidecars. Steve Urell had offered to marshal but when tantalised with the number of sidecars out joined them but slipped up on the first section further to his 2023 win. Gareth Andrew and Mark

Seward both left here clean on their Solo's. However once the cars arrived conditions proved overly challenging and both sections where cancelled. Class 7 and 8 did attempt George Gallop with Calvin Moores in the Simms climbing J2 furthest in class 7 and the majority of 8 cleaning. Plans are afoot for improvements here and a separate exit for 2026.

A trip back to near Laneskin woods for Daisy's marshalled by some club hillclimbers. A fairly simple looking section but slippery would be an understatement. Nick Deacon was the first to climb, having excelled last year too, joined by Andrew Rippon and Henry Hoggart that got to the restart and then out of the top. Class 8 again fared much better with only Stewart Green, Stuart Holton and Martyn Harry failing. Martyn had buried the red Imp back deep in the garage and dug the little Buggy out with daughter Philippa.

Into Laneskin for three sections. County Climb and Tall Trees two very similar section that could be akin to Jack and Jill on the Kyrle. Turn right into and straight up and up. County Climb had a big step at the six, and Tall Trees an awkward ninety-degree entry. Roger Teagle in his Fugitive took the lead with a two and one, with Duncan Stephens snapping at his heels with a pair of twos. Tough hills for the saloons, with Ian Facey been best dropping two sixes. Perhaps scoring relief might work here.

Robbyduggan caused a bit of a jam with one way in and out. Plenty of drivers were seen lurking in the woods observing cars struggling to turn right off the start line. The saloons fared better, so credit to James Shallcross, Greg Warren, Dave Ball, Norton Selwood, John Cox, Ian Facey, Tom Coles, Father Francis Thomas, Nick Symons and Calvin for getting round the corner bettering the 11 post, ten of the first

twenty-eight cars. Class 8 arrived and struggled with only Martyn Harry, Dave Haizelden and Duncan Stephens getting round out of the fifteen entered. Martyn loves a bit of a technical section; Dave apparently had no idea how the Deere went round (Aaron and Jack forgot the 'L' Plates this week) had twos but Duncan became the first ever climb out the top despite the engine momentarily shutting down with one of those intermittent faults.

A hold control manned by the start marshals at the woods exit for Kingswood. A lane section found by the late Dave Keat and last used in the year 2000!!! Starting just off the road, through some granite gate posts and a wet section, opening out to a field and then further wet up the top of lane. The early cars struggled with the bottom section, Ryan Claire and Charlie were first through their to then get to the four and a tow rope out the top. Along comes the X90 of Tom and Richard Kinver to become the first clean for twenty-five years!! Only the blown sports cars climbed in Ian Facey and Dan Staines, but then all class 6 charged out the top. This has to be the longest classic trials section by some way, with a temporary none scoring hold control in the middle if a car was struggling at the top!!! The onboard was two minutes long of driving!!!! WOW must have been fun in a saloon...

A short trip to Cardinham Woods to attempt just Hoskin, having driven down Powell. Hoskin the hill of many nightmares in the trialling world. However, for the last decade this has changed somewhat for some reason, unless you drove an X90 who still struggled to move off the restart, along with a few others. John Cox and his Lotus Elan managed to climb out the top. A quick roller test prior to the journey to Wadebridge where some of us smart arses were caught out to find the BP station closed, and only the fuel

of evil E10 at Tesco just down the road! Hay Farm looked nothing when we arrived but then dropped down into the valley to be confronted with four fabulous sections all very different to each other, and a long special test.

Starting with Hay Pole which didn't really give us many clues from the start line, which was into the blinding sun for class 8 at the back. Most got to the top but failed to negotiate the tight and steep right-hand bend at the top. Nick Deacon and Ian Facey being the only saloons to negotiate, and the only class 8 to be caught was Camel Classic star Keelan Hancock for a one. Calvin Moores managed to get the J2 round to continue to lead class 7, but on the next Hay Twist section the prop UJ let go in front of Dad, Fred. A crying shame while leading the class by five.

Hay Twist started through a stream, meandering through the trees where the mud and lack of steering caught a few, Keelan looking at all sorts of trees on the way to the class 8 deviation that no one defeated, best being three. Up the main track James Shallcross dragged himself to the top with a number of others off the restart.

Hay Fork had an award chicane entry which caught a couple, before the slippery finish, which involved a restart for class 8. Duncan struggled off it with lots of bouncing, followed by the Wasp in second gear. Roger Teagle alas forgot to stop at the restart, proving extremely costly with six points. Next door was QE2 a totally different forest track with restart on a little hump. The wasp was smoking and singing again!! Next was a long Special Test down the exit track, the clerk completing it in the Pickup truck on set up timing 32 seconds. Class 8 were blinded by the sun so none could really try shown by the consistent 27/28seconds, Dave Foreshew fastest loving his trip to Cornwall. Arnie is hanging his head in

shame being beaten by the truck (by 3seconds!!), as were all but one in class 5, 7 James Shallcross managed a 28, as did Tom Kinver in the X90, and Karen beating Andrew in the big Beetles. Shawn Bunney and Ross Hancock time needs mention with under 14 seconds, the next best being over 16....

Back to sneak into Hustyn for the second attempt in weeks. Ryan, Ian Facey and Franner were the only none restarting cleans, many gaining points on their Camel scores as numbers were lower before the final climb. Arnie once again trickled the off the restart and out, Dan Keat rectified the Camel mistake. Dave Haizelden was steering into the trees for a five, rolled back and decided tree hugging was his future as he repeated it. Perhaps those L plates are needed Aaron! Dan Staines snapped CV as he crossed the bottom track, but probably had it changed in under ten minutes, under the watchful eyes of Paul Watson and as a result gained Stroud bragging rights for best MX5. John Cox was also back, amongst the trees being manhandled back down the section!!

Class 8 were chasing the setting sun on the way to Simon Eddys complex, now with a second short section, Eddys Incline which was surprisingly grippy but offered a range of scores for all of class 8 who had no issues despite a restart.

Eddys Branch Line with its infamous bridge at the bottom. Ben Tonkin has apparently had a land rover and trailer round the corner so no excuses for the trialling community now! Yes, there's still a bridge standing both sides!!! The final part saw two restarts before the step and a deviation at the top with class 7 really struggling with diff dragging. Ryan Eamer ground to a halt at the top whereby Simon Eddy was waiting IN the section in his big tractor for fast extraction.

The results were announced in the Borough with Ross Hancock defying belief on his KTM 890, showing huge skill on that big class C bike dropping just four points to win the Colwith Cup for best bike. Nine sidecars started and finished, despite the current struggle to get some parts, Richard Maddern and daughter Tegan taking the class by a second dropping nine points along with Mr Pendennis MCC Gareth Andrew.

The battle for car overall was close with Duncan Stephens happily snatching the Mudlark Trophy from Ian Facey's hands by a percent. Dave Haizelden was best

of the rest in class 8 dropping 17, with Dan on 21 and Keelan 22. Roger Teagle was left frustrated that six on Hay Fork costing second in class.

A challenging mixed day of sections with a great breakfast and carvery. Wonderful, relaxed atmosphere all day with lots of seat fittings being tried. Tough yes but a worthy addition to the ACTC calendar for sure. Thanks to all the 65+ marshals, section creators and obviously Simon, Emma and Ben for masses of work involved on sections and in the background.

The Clee Hills Trial 2025 by Tony Branson

I'll get my excuses in first. The last trial Eric and I did was the 2024 Clee. I did do the Land's End, and the car had been out on the Edinburgh and Exeter but not in my hands. So, we were a bit rusty.

Our start was a civilised 08.45 and we found our way to Harton Wood without deviation, repetition or hesitation. I remembered this as not too difficult but with some deep ruts, so I decided to take it very gently in first gear. As we set off it quickly became apparent that this was not the gear I had selected. I contemplated a downshift but a with bit of clutch slip and speed we rocketed out of the section in 3rd.

We cleared Heywood Common and then set about avoiding the ruts on the right. Last year doing this led to an unplanned excursion into the hedge. It may have been the discussion and recollection of this which led to us not noticing Wall under Heywood and the Plough. Consequently, we missed the turning to the Coats, and it was only when we reached Longville, we realised we had gone too far and turned back.

I knocked over several cones doing the Coats farm test 2 years ago so this time I took it very gently and returned a time described by the marshal as 'majestic' although not quite as majestic as that of Michael Leete.

We arrived at the section behind the MGF of Dave Lancaster who was shifting vast amounts of mud but not the car. It took a lot of Land Rover effort to extract him, and this further stirred up the first bit of the section. I had my doubts that we would reach the 12 marker but with a lot of bouncing we got onto the slope unfortunately we hadn't gathered any speed. We made it to the 7 marker and then ran out of grip. Thomas Hunt could only manage a 12. I thought I had the measure of Easthope 1 but although we got going well, we fell into a hole I hadn't seen and stopped.

The problem with Ippikins Rock is the corner. The first time I missed it altogether, two years ago I turned in early, cut the corner and ended up beached on the apex. This year I took the corner very wide. This required a spectacular climb up the bank on the opposite side, however this brought us round the corner and up to section ends.

The route to Harley Bank took us past the foot of the Jenny Wind which I gather has now become impossible to use due to permission issues which is sad.

Harley Bank has never been a favourite section of mine. It seemed that the available scores for me were 12, 11 or on a very good day 10. The bit above the 10 marker looked easier if only one could reach it. It seems to me that how much you like a section is often inversely proportional to the score you achieve. Well, this year Harley Bank rose considerably in my estimation as we got past the 10 marker and as expected made it to the section ends

A brief fuel and loo stop, and we were at the holding control for Meadowley. While waiting there we saw the VW of Paul Jones which had attempted some weight reduction by ripping the rear bumper off. A bit of hammering and some zip ties and they were on their way.

There are 2 deep bumps on Meadowley about halfway up, get these right and the top is soon achieved. We got the second one wrong and stopped for a 5 which was a disappointment.

Whether it was the disappointment or having seen the damaged VW at the control we decided to follow the old route back to the control rather than the route card with the right turn to Underton.

We retraced our steps and got back onto the route a bit further back in the field which may have contributed to our subsequent problems.

At Hillside there was a bit of a hold up. Someone, I don't know if it was a marshal or spectator, had slipped and hurt his ankle. He was recovering by the time I reached the hill above the scene so I didn't feel I could contribute

anything medical by climbing down to him. He was very efficiently inserted into a trials BMW and had the excitement of a ride out of the section. I hope he has recovered well.

The two Hillside section were the high point of the trial for us. I think this was the case for many others. The deviation on Hillside 2 was terrific. All I could see was red bonnet and markers coming towards me. Whether we missed them due to or despite my frantic steering efforts is not known to me, but we cleared the section with whoops of pleasure.

Oak Dingle looked terribly slippery, and I was pleasantly surprised to reach Celia Walton at the restart. Even better was that we got away, but grip deserted us for a 3.

We returned past the Squirrel to the Burwarton group of sections. The first, the Goggin was approached down a very steep and slippery slope. We were advised to keep to the right at the foot of the section. I don't think that made any difference as the whole area had become a quagmire. Despite serious understeer we made it past the 12 marker.

It appears that there should have been an escape road from the bottom of the section but his was not available as the key for the gate didn't work. We were instructed to retrace our route up the slippery slope and this proved our downfall. After 4 attempts I had got close to but not quite to the top. The engine then decided to boil despite having the fan switched on. A Land Rover arrived and towed us out. After allowing the engine to cool and topping up the water. I started it but discovered that the throttle had jammed in the closed position.

I had already decided to give the final 2 sections a miss and this confirmed my decision.

I rigged a piece of string from the throttle coming out under the bonnet which enabled us to drive back to the Squirrel. Our scores somewhat belie the enjoyment we had on the event which was as ever very well organised. The

new Hillside sections were the high point, but all the sections were good regardless of how far we got up them. Our thanks to the organisers and especially the marshals.

Clee Hills Trial 2025 by Rob Chilcott

Before saying anything else, I would like to thank everyone involved in making the trial happen and also all of the spectators that came out on a cold day to cheer us all on. It was a well organised great event, a few more motorcycle entries would have been nice, but very well attended by the cars and a good variety of machinery across both disciplines. And a bunch of competitors all in high spirits on a dark near freezing Sunday morning.

Living a couple of hours away from Ludlow I decided that staying in a hotel Saturday night was the only sensible option as I was due to be on the road at 8.30. A lovely steak, a glass of the local brew at the Salwey Arms and an early night was the perfect preparation for my early cold start on Sunday morning.

Having sent off my entry during a mild patch of weather I was looking forward to my first ride out of 2025, but as the day approached the temperature took a dive to around freezing. Luckily, I had the foresight to get some handlebar mitts and a helmet with a visor, which I have to say transformed riding in the cold. I arrived at the start looking like the Michelin man as I had all the thermal lining in my Alpinestars jacket and trousers, I may not have been able to move very much, but I was the warmest I have been riding in those temperatures so a small price to pay in my book.

Having to follow a roadbook is not the best for me, unfortunately having old

man eyesight, I struggle to read the directions on my handlebars and ended up relying on following my fellow competitors. The red and blue signs were good, and I could keep on track all by myself and I was fine for the two junctions, that I could remember from reading the instructions after each section, before having to pull over to take another look at the instructions, by which time someone would be coming past, so I would shamelessly follow them. So, I must thank them too.

I am not a seasoned Classic Trialer, but I have done a few and do find them a great day out, like organised green laning, but with some really good land to ride on thanks to the local landowners allowing us to use it. I do wish there were more of them around.

The trial started with a long liaison to the first section, the rest were not so far between each, until it came to the ride to the final sections that again we a bit of a trek. The sections all offered the same challenge, because of the nature of the competition they are not super tight and twisty but long meandering slopes with differing levels of grip with plenty of ruts and a few roots in there for good measure. So, the plan for each was to pull away without spinning up the real wheel and then keep as much momentum as possible, fighting the ruts all the way. I will blame my cold weather clothing for hampering me, but in reality, it was just my lack of talent that meant of a few of the sections, with no warning my back wheel decided to try to overtake the front, thanks to my old friends, the ruts.

Harton Wood – stoney track with clay mud near summit
 Heywood Common – stone and mud track
 Coats Farm – timed section
 Coats Wood – soft grass
 Easthope 1 – rutted mud
 Majors Leap – rutted mud
 Harley Bank – soil on hard base
 Petrol stop
 Meadowley Wood – rutted mud and tree roots
 Hillside 1 – mud over stones
 Hillside 2 – mud over stones
 Oak Dingle –

Petrol stop
 Cundalls Rise – steep grass
 The Goggin – grass to mud getting steeper
 High Cullis – grass to mud

An absolutely brilliant day and I will be back next year, but either on a bigger bike or maybe even a car. I got to see a little bit of the 4-wheel action and it looks a blast, I am tempted to get on eBay and see what I can get myself.

The Clee Hills Classic Trial, by Simon Oates

I thought it was time to have a go at the Clee Hills as so many people have great things to say about the trial. Being over four hours and 200 plus miles away, I decided to stop over on Saturday night so that I was awake enough to fully take it all in. Final instructions arrived on Monday 13th with a link to *Sportity* and all the instructions and information we could ever need including a description of the section—tick, VG, Gold Star! After printing off the instructions and reading through, I spotted only one restart, now that's a bit different!!

Come the crisp, cold and dry-ish Sunday morning, I discovered there were updates on *Sportity* that I should have downloaded (don't carry a printer with me) but there were printed updates at signing on which my wingman (Paul Bunn) diligently copied over to the printout. Four out of seven people at the start in class 7 were in a Liege which I loved to see, and Michael Leete was immaculately turned out in his class 7 Dellow and raring to go. We started at 8.51am and travelled about 15 miles to the first section passing four cars that had already needed to stop.

When we arrived at **Harton Wood (1)** we found Ray Ferguson under the bonnet of John and Natasha Early's Liege with a dirty spark plug. It was soon changed and ready for fun. Up a slippery stoney track amongst trees and a sharp hairpin right at the top on 15 psi. Three miles on we increased the tyre pressures to 18psi and knew the car would shake our bones to the core as my comfortable suspension setting is soft tyres! Heywood Common (2) was a suitably stoney track and maybe a few expletives were uttered on the way up. As soon as I could, I let the tyre down to a more comfortable 12psi and drove on to **Coats Farm** for a timed special test which was swiftly done.

Out of the farmyard and up an old railway track to **Coats Wood (3)** where we let the tyres down further. We saw Ray Ferguson struggling on the section and let more air out. Grass that was rutting and turning to mud with a slippery corner at the start and up the hedge line of a corn field. I think I touched a marker board on the ascent, but they didn't count on that section. Out of the section and on to **Easthope 1 (5)** which was muddy ruts oscillating side to side through the trees and bad enough to catch a few out.

Further along in the woods was **Ippikins Rock (6b)** with a tight right hairpin on a stoney track with tyre pressures of 18psi for all classes which proved tricky and slippery.

Back onto the roads and tyre pressures dropped again, we drove five miles to **Harley Bank 1 (7a)** which needed a bit of beans to get us going up through the woods. Seven miles along the roads to holding control before going on in groups of 2 or 3 to **Meadowley Wood (8)**. Panic sets in when the car in front can't get through the section and has to reverse out. Do I change tyre pressures (drivers are on 4.5, passengers on 5psi) but I decide to carry on with what I've got. Very slippery, muddy ruts lead into numerous tree roots with chasms in between them but luckily the car rode them well. Relieved that we were still clear, we pumped up to 10psi and drove 10 miles to some new sections at Burwarton Estate.

First was **Hillside 1 (9)** which was muddy stoney base up a cutting with a chicane at the top. A little confusion with the markings at the top but cleared none the less. After 3 had cleared the section, we all returned to the bottom and on to **Hillside 2 (10)** which was similar but with a further circular diversion to the right for our class. Once completed we joined the roads again for 4 miles to **Oak Dingle (11)** where we were greeted with our one and only restart. It looked fairly tame, but it wasn't. We watched Ray in his supercharged Liege have a go and he struggled to the restart and barely moved off for a 5. We seemed to get to the restart fairly well and pulled off as best we could to the 4. Now for an apology to Celia Walton who was the restart marshal. On reversing back, we spotted her with mud splattered outside and inside her glasses and pretty much everywhere else. She was standing wisely well back and to the side, but we seemed to have had a 90% hit rate. I'm so, so sorry Celia.

Back sheepishly to the road and 10 psi into the tyres and off back past the start and 18 miles to the last three sections (which were also all new) starting with **Cundalls Rise (12)**. Completely blind from the holding area, we could hear a lot of revving and eventually Ray emerged from the woods not looking too happy. We advanced down a slippery slope to the start and could see a steep slippery right-hand bend. I should have realigned the car to be pointing more at the corner, but I didn't and paid the consequence of the car refusing to turn the corner until it was too late. This was so similar to a section on the Bodmin Heights the previous week, clearly, I still hadn't learnt how to turn right. I put the front wheel through the 11 for a 10, but that was the best I could do.

Back up the slippery entrance slope and on to **The Goggin (13)** which we managed to turn right and gun it to the top! The final section was **High Cullis (14)** which was a fair challenge, and we carried as much speed as we could to get through the middle part of the section. All hills on the trial were completed pretty much without a queue and we returned to The Squirrel to sign off.

A thoroughly enjoyable trial with many entertaining sections with such friendly marshals. I even noticed the car's engine hitting its rev limiter four or five times during the day. The variety of hills and few restarts seemed to work very well with only 3 clears in the cars and 2 clears with the bikes. They must all have driven or ridden exceptionally well.

Was it worth the travelling, 100% yes and I hope we will be back next year for my 70th year's celebration. Thank you all for a great day's sport.

Clee Hills Trial 2025 Mark Wills Number 3, Beta Alp

This was my third Clee Hills Trial. The 2024 event was very wet, muddy and slippery and I was expecting the same this year – and we got it, although the weather was good to us. The Clee Hills, at Ludlow, is only a couple of hours drive from home, so I didn't book into accommodation but set off just before 6am and arrived in good time. As usual I met up with Simon (Fillan) and George (Godkin).

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

Next the special test at Coats Farm. We took care here as we didn't want to slide and end up on the floor on the concrete. I decided to stand up on the pegs – better balance as we weren't allowed to foot on the test. Test passed Ok. George quickest, then me, then Simon. Off we went along the old railway line to the next section, Coats Wood. It was really wet and slippery in the field up to the section. This was the first real indication of how wet and muddy the trial could become. It was very muddy at the start and then slippery going up the hill, but we climbed successfully.

It was picturesque waiting in the woods at Easthorpe and suddenly the trial had become much more challenging because the hill looked very slippery under the leaves and grass – and so it transpired – Simon and I not reaching the top, getting crossed up in the ruts but George going great – a steady climb up the middle.

Majors Leap was another muddy section, and we had a short run up this year, so we managed to get up by sticking in the middle of the track – taking care not to spin out.

Next up Harley Bank. The first part of the section was not too steep, and we could get good grip. This year I took the sharp left hander quicker and got to the top OK. All three of us cleaned it this year.

We stopped for petrol, refreshments and a chat at the Shell station as usual, we were running to time. It was a bit chilly at this stage. Then we set off and didn't have to wait at the time control before the Meadowley Wood section. Simon went before me and was slipping and sliding until out of sight from the start line. I decided to go in the left side wheel rut – all OK but drifted into the middle of the section as the gradient got steeper and was struggling for grip eventually getting crossed off and stopping. Simon had struggled but George had a early dab but then went really well to exit the section. Again, I'm beginning to think I need to get a XTrainer!

Onto two new sections – Hillside 1 and Hillside 2. The ground was grass and slippery. The first section a turn before the steeper hill – was grip for us all and so all clean. We were warned about the deviation for bikes at Hillside 2. George and Simon went up Ok. I thought the deviation was the right turn not long into the section, as the track went up to the left, but as I sailed up the hill for the other classes I saw the deviation on the right – well disappointed. I could have done with a bunting tape across the section to guide me to the deviation!

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

On to the last group of three new sections. The diagram in the route book was really helpful here. The three sections were all steep grassy/muddy



Sam & Mick Holmes,
Class 4
VW Beetle



Jeremy & Cal Bennett
Class 2
Allard J1



Cotswold Clouds

by
**Kieran
Yarwood**

On Station Turn

Gregory & Patrick
Warren

Class 3
Ford Escort Mk2

climbs in the woods. The first two were straightforward on the bikes. Looking up the section at the start line of section 3, High Cullis, it looked steep and very slippery. There wasn't much grass but no ruts at least. Simon spun out on the steep slippery part which warned us. I went off to keep to the left looking for grass and grip and made it Ok, as did George.

Clee Hills Trial 19th January 2025 by Roger Ashby

The date is my daughter's birthday! Quick check with Ruth and it's confirmed that the London based offspring has made arrangements with friends so I can enter the Trial.

There is no Trial in the ACTC calendar that I do not like, fairly sure that over the years I have done all of them with the exception of the Yorkshire centred events (note to self must venture up there) and I have enjoyed them all. But some just give me a particular "buzz", not sure why but The Allen, any Launceston and Minehead events and the Clee Hills really excite me. Entry is sent off as soon as they open and I get in, the Coates is to be the chariot, surprisingly not much to do after the Exeter!

Alan Wibberley has agreed to Passenger/Navigate, and we are set to meet up at the Squirrel Saturday evening. The journey takes me some time as there is no real main road route to the start. Alan has the normal Dartford Crossing drama on his way from Kent, on arrival we go straight to the bar/restaurant order a meal and possibly a bottle of Rioja and the Trial for us starts! During the meal we have time to have entertaining chats with various people, including a marshal and his wife, sorry have forgotten their

We had a leisurely ride back to the finish and enjoyed a hot drink with friends before setting off for home.

Thanks to organisers and marshals as always.

names but thanks for observing, we chat with Stuart and Jack Highwood and some other competitors, I really enjoy this aspect of our mad sport.

We are up early in the morning, we have to move the truck and trailer to the park and ride car park, obviously I take the wrong turning and end up having to make a three point turn on a main road! We park next to an interesting contraption, I have to ask, "what is it?" crewed by David Golightly and Carla Smith it turns out to be a former Model T Ford race car with a 3.3 Model A lump, I enthuse over the beast, "I presume it's got plenty of grunt" I ask, David says "plenty, often too much", more of them later.

Coates unloaded and back to the Squirrel, park up go and sign on Pat is in control of her domain despite newbie competitors rifling through her paperwork to find their numbers etc, messing up her system, come on guys give the lady a break. We are out in the car park and find we are blocked in, then Ian Facey appears with a pair of fuel pumps I am purchasing from him, quickly back to the Sign On and get Pat to look after them for me.

All of a sudden, we are off, clever organisation has us (class 2) starting at section 13, Goggin, I don't remember this and looking at the route book 2025 is the first time it has been used. The surface is very slippery and seems to be some kind of clay, cars are already

having a problem through the wooded area to the section start, this obviously as a result of the amount of rain we have endured prior to the event.

The marshals are brilliant, they control the cars so that only one at a time is on the hill too the sections, a car is stuck in front of us, I think it's a Bull Nose Morris but I cannot find one in either the programme or the results, the marshals and some of the competitors all work together to get it on the move. Seeing other struggle makes me wonder if we are going to suffer the same, Alan lowers the tyre pressures more than normal and we go for it, shouldn't have worried the Coates has no problem.

A short wait in a queue and we can now see the section, some cars in front we see the Model T/A shooting up the hill appearing to climb easily, then there is a selection of cars that who can get no further than the 7 marker. Looking good and going very well is the recently purchased Dellow of Pete Ashford, his passenger is Tom Jones who coincidentally has been sorting the car out for Pete, of particular interest to me is the cars performance, it's a 1172 Ford with a supercharger and is currently running on Blockley tyres. It's our turn, we blast away and like most of the others we get no further than 7! Checking the results David and Carla stormed the section losing no marks, Pete and Tom climb to 4, this supercharger thing is the way to go, must get on with sorting out my next engine with the Aisin supercharger!

Next section in the group is High Cullis, a spirited attempt (yes really) and the best we can do is 11! David and Carla go clean again, Pete and Tom make it to 7, checking the results the majority of class 2 do no better than us. We then drive to Harton Wood which is the first section for the rest of the entry, we clean this one and the next three, Heywood Common, Longville and Easthope all apparently easily.

After Harton Wood we have the special test, we record 16.0 seconds which I am happy about as we have been somewhat struggling in these tests lately, quickest are Dave and Carla on 13.4 with Rob Atkinson at 14.0 in the Austin 7, sadly they retire later on.

Next is Ippikins Rock, I remember the section, I have cleared it before, the route book quite clearly states "very sharp hairpin", not sure what planet I was on, but I cannot make the turn, ridiculous in the Coates I should have made it easily, this costs a loss of 6 marks.

Harley Bank 2 comes up quickly, the route book suggests "low powered cars need to be driven with enthusiasm", we follow the instructions with glee and have no problems. At Hillside 1 we stop at 2, I am quite happy with this, Hillside 2 we clean, these are two really enjoyable sections. Then on to the last section, Oak Dingle, best we can do is 3. Then back to the finish, I am 5th in class 2, this being my worst class placing for some time; however the trial has been one of my most enjoyable events, the result will certainly spur me on to sort out the next engine.

Congratulations to David and Carla who completely smashed the rest of us losing just 1 mark and coming 4th overall, another who should be pleased with their result is Pete and Tom who only lost 11 overall, brilliant as I think this is only the first or second time Pete has been out in the recently acquired car. A huge thanks to all the organisers and marshals who endured the cold and short daylight hours, working so hard to make this the super successful event it was.

Looking forward to seeing you all next year.

Cotswold Clouds 2025 by Dee Champion

An early start, for Dave, Aaron & myself on Sunday 2nd Feb. We left the yard just before 5.30 to ensure we arrive at Fromebridge Mill in Gloucester in plenty of time as we were competitor number 8, Dave had chosen to bring out the Golf for this event, our start time was 8.08, A 1 minute interval between each car.

Travelling to the event it was pitch black just the streetlights & the scattered rays of brightness from buildings over the countryside & of course the road markings! were seen. Slightly chilly but conditions were dry, Aaron was following us in the Golf.

The Escort that Aaron & Jack would be riding in today has totally been revamped, over the last few months, it had started as a bare shell with just a few old parts, they have added all sorts of fancy shiny mechanical items & also reused old parts that they have just jazzed up a bit. A lot of discussions & ideas with items being taken out then being put back... lots of banging & screwing & lubrication was involved to get the car to perform the way they wanted. A tweak here & a tweak there before they nodded their heads in agreement that the Escort was well & truly ready, with Aaron giving the bodywork a good clean & polish to finalize their hard work. All shiny & raring to go! They were both very excited to see how their handywork & the performance would pan out during the day. Even though they were car number 64 they were allowed to travel behind us, so Dave & I would get the pleasure of watching them in action.

After being scrutineered, signed on, fed & watered we were back on the road heading to the first assignment of the day.

Tin Pan Alley: An alley with trees either side that formed an arch over the track, which was slightly damp. There were tyre pressures of 12 psi for classes 3 & 4, then Class 5, 6, 90 they had 16 psi, & 7 & 8 had 18 psi... we had none! Just a handful couldn't get passed the marker 3 that included the car in front of us as we could see he was stuck & had to wait for them to reverse back down. The rest of us all cleared this section.

Along Barrs Lane, a right turn to Waterley Bottom pass the telephone box then into a field. A special test was waiting for us. With the marshal ready with his stopwatch, start on A line, proceed to B astride C, this was in a circular lay out the grass was damp. Dave put his foot down when the marshal said go ... supersonic comes to mind as we flew around that course our time 17.13, Aaron just a little slower with 19.09. The fastest time obtained was by Dean Partington, who completed that test in 14.44 seconds... wow I thought we were fast!

Section 2, was allocated in the same place just another field but further up, the track was along the border of the two fields with a couple of trees situated at the start with a slope as you enter along the muddy tracks, to then be greeted with a 90 degree right hand turn up the slippery slope of the grassy field... to add to the difficulty of turning into that right turn Josh Moss had been waiting at the start with his tyre pressure gauge to check as we had a limit of 10 psi & Aaron 14 psi, I think if they both knew what was in store around the corner they would have definitely chose a different limit if it was their choice! Also, what is the story behind the name of the hill ... Sandra's Stink.... Who the hell is Sandra? Unfortunately for Nigel Williams he was the first car to retire, in an X90. The wooden spoon was awarded to him.

Travelling towards one of the most famous hills which has been used for

many trials since 1937 it was originally named, Breakheart but was changed to Crooked Mustard I'm not sure when this was change happened or why.

On a steep hill heading towards crooked mustard there was a hand brake Test, once the marshal was happy that your brakes were in full working order you received a ticket to give to Andrew Brown who was waiting at the holding stop before making your way to the famous hill where a lot of spectators were waiting with their phones eager to capture the action. There was a bit of a delay as the radio Andrew was using had run out of battery, so communication had to be remembering which cars had come back from Crooked Mustard & then sending the next two cars at a time.

Sign the declaration at the start. Deep breath ... hold on tight ... engine revving clutch down first gear & whoosh we were gone bashing the tyres against the rocky stony rutted steep hill, as we gradually get slower the further we reach then coming to a halt on a tricky patch, no amount of bouncing would get us off that part of the section we were defeated at marker 3 what a shame, but a bloody good climb in the class 1 Golf. Instructions from the marshal as we descend back to the bottom to park up, so that we can then pump up the tyres the sound of the Escort engine echoing as it roared up Crooked Mustard could be heard with cheers of encouragement, Aaron also reached the 3-marker. With 78 cars attempting this hill only one car had to retired due to a broken diff & that was Dave and Ruben Forshaw a cl 8.

Back on the main road heading towards Minchinhampton, then the final instruction was turn right into Scar Lane, then immediately left along a track, which was where the holding control was, there was a sheer drop to the left hand side of the track so care was needed when waiting unless your

navigator was getting on your nerves & you could tip them over the edge!

We were then finally instructed to proceed over the main road, two cars at a time could wait at the start of Nailsworth Ladder... another famous hill... this one was first used in 1933. A cone was placed at the start & Dave parked as close to it as he could, as he knew what was in store around the corner of the section. We were ready. It was amazing to see so many spectators behind the orange plastic fencing. As Dave put foot to pedal we were accelerating around the rocky 90 degree angle of the start, we blasted all over the most bumpy uneven & large rocky track we reached the restart point for the other classes & didn't think we were going to make it but somehow the Golf claimed ground clearance & victory was obtained as we flew out of the section, quickly parking up & trudging down the hill by foot to capture the Escort in action as they reached the restart all you could see was a ray of red in the back seat as a bouncing jack was going like the clappers, I expect he had bashed his head a few times but with all his efforts it helped as the Escort too made an appearance out of the top.

The next section of the morning was Ham Mill, climb number 5, Tyre pressures for all classes except class 1, another rough & rocky track with great big holes in the ground in various places along the section, another great climb for the Golf with both the Haizeldens gaining a clear, but for some it was more challenging!

Now Dave hadn't had his morning Costa yet, so as we were passing Tesco's a quick diversion into the petrol station, we also filled up with petrol. So, reaching Bryans he hadn't quite finished his drink, there was nowhere to put the cup, so I placed it between my legs, thinking... shit this is going to go everywhere. Aaron was filming us as we

casually made our way through the trees to then disappear out of sight, Aaron thought we had become stuck as all you could hear was the Golf's engine whining through the wooded area to then suddenly see us pop out from around the trees then swaying all over the place to get to marker 2, I'm not sure if the swaying was the cars problem or Dave getting his coffee fix! Turning around at a safe spot & reaching the exit I was amazed that not one drop of Costa coffee was spilt in my lap! Time to jump out of the Golf to find a good place to film the Escort that just beat us by one point. Here we lost Tris White class 3 who had to retire, due to some electrical issues.

An obligatory 20-minute lunch break where there was a small café just off the road from the section a little walk along a lane to get to it, inside really cosy with a burner pumping out heat, with a selection of warm food for you to purchase.

Wicked Juniper was the next task of the day which was allocated just around the corner from the last section. Whilst waiting for our turn a chat to Carlie Hart who said Pete was at the top of the hill. Time to go as we sped of the start with a twist here & a twist there but I'm afraid I can't tell you how the rest of the hill looked as we gained a very high score here!

Back to the route card for the next instructions to take us to Merve's Swerve which was in Elcombe where we had to take extreme care when driving along the route as the local residents had kindly let us pass their properties.

As we were at the front of the trial, we didn't really get to see how the other competitors were getting on & we were lucky that there were no hold ups for us, but I guess as the day went on there definitely would have been for some of

the later cars. Arriving at Merves, which was by a field in a wooded trail on one side the other side was the main road. The ground was covered in dampish leaves that had a gradual rise up the track. A slight right had bend at the start then along the hollow section with spectators looking from above on the bank. As we leave the start at a steady pace to only manage to climb to marker 6, Aaron said we hadn't gone fast enough. Dave asked me to film Paul Merson which wasn't a very good footage as I stumbled on the ground & only managed to get a small clip. Aaron & Jack were burning rubber on the restart but couldn't get much traction & stopped there.

Whilst I was filming Dave was going to pump up the tyres, once I had finished, I thought I had better be quick as he would be waiting eager to get going again. I had marched up that road some distance but no sign of him, I couldn't phone him as I had his phone, SHIT I then started to panic thinking that I had walked the wrong way, to then suddenly see a trials car come pass me, THANK GOD! By the time I finally found Dave parked in a lay-by, as he was admiring the countryside, I was out of breath panting like I had just run a marathon I am so unfit! As I'm wiping the sweat from my brow Aaron arrives beside us, I should have waited & grabbed a lift with him, but then Aaron might have just drove past me laughing & then the 3 of them would have said to me, "come on Dee we are waiting for you hurry up!" Nicola Butcher had to retire here, she was driving her dad's beetle, he was navigating, and unfortunately she was having problems with the handbrake. Ian Facey too had to retire because he broke the drive shaft. Bob Tozer halted at post 3 his day was finished also on this hill due to a problem with his car.

Climperwell, Section 9. Bill Bennett was waiting for us to arrive at the start, A windy muddy course covered in slippery

wet leaves that twisted between the trees, the golf struggled here as we were jumping all over the place, Dave said that there seemed to be no control with the steering, as we rocked to the end of the hill.

On our travels there was a tree in Caudle Green that had snowdrops just starting to bloom around the base which looked really nice as we drove past, I was so busy admiring them, when Dave then pipes up, "which way Dee" a quick look at the instructions then heading in the correct direction. Phew good job I mark the sheet after each instruction.

Bulls Bank is usually a difficult hill when it is really wet the stones & rocks are the sandstones, which are used for the buildings around the village. A very steep & considerable rough track, that usually catches some out but today almost everyone climbed it with no hiccups!

Once at Bulls Bank restarts for all classes & no tyre pressure limit for us again but all other classes did. Only one car dropped points here. The section was stony at the start very dry & the normal rocky texture. Arriving at Calcombe Woods was where the last 4 sections would be with a special test, Station Lane A was for class 7 & 8 only. Tyre pressures of 10 psi with the 8s having a restart with a lot of them reaching post 4, including Jack & Aaron.

Stations Turn, was for the rest of the classes making our way to that part of the wood there was water gushing down the tracks Station's Turn was a left hand turn, through a clearing up over a bank which was slightly rough that had a gradual incline which was really wet & slushy we were then told we had a restart even though it was not on the route card, Victor Meldrew comes to mind when all you could hear was Dave saying, " I can't believe it...really... a restart for class1," he really wasn't

impressed he studied that bank still rubbing his head," I really don't believe it, it's really not needed for a class 1," So with wheels at the start & another look Dave says to me, "We won't get far," but to our surprise we got to the restart, that was situated by marker 2 giving it all the power we could but dismay as we couldn't quite get enough to just get us over the end of the section. Back to the bottom to then race up over the bank with no stopping to finally see the top.

Jerrys was just close by. At the start Nigel moss was the marshal Dave asks him if our tyres were still up!! with Nigel saying," Yes its fine." A muddy track with a sharp left turn, as we excel from the start Dave knew the car wasn't right as he says," I think we have a puncture," as we come to a halt at maker 9 with the tyre coming off the rim. A little drive to the right, to find a safe spot to change it. Then a turn around to go back along the top of Jerry's to find the special test.

The special test was easy, just start on A & speed astride B. This time I didn't get chance to breath, as when the stopwatch was clicked, we were gone & scored 7.56 seconds. With Paul & Charlie Merson, who flew to a halt at B, in 5.12 seconds. Bloody hell that was super-fast. Ricks Revenge a lower restart for 7 & a higher for 8 with all classes having tyre pressure of 10 psi. A few points were dropped here for lot of competitors but again both Dave & Aaron cleared it.

The last section of the day, a drive along a muddy track to reach it, at the start it was a 90-degree twist between the gap of the trial to a gradual slope, The start was just thick deep mud that carried on along the section, you could see all the tyre marks in the mud as you entered the 90 degree twist, competitors that had contemplated the hill that had finished were all stood on the bank

looking down into the slushy mess, it was bloody tough. With almost all cars getting caught up in the thick stodge & not getting any further than marker 11. Only 3 class 8s Paul Merson, Dean Partington & Dean Vowden, who all managed to wade their way through to gain an 8. This was probably one of the hardest sections today, it was also a new one, so people were not sure how to approach it, but then that adds fun to the days sport the anticipation & little discussions between the competitors on how to handle the climb & debating on what tyre pressure to go down too.

Now that was the end to today's fun in the mud, heading back to Minchinhampton Golf Course to sign off & enjoy a well-deserved drink, where the discussion around our table was about the performance of the Escort & Golf, a few of the items they were

chatting about like tyres & the clutch I knew what they were, but the rest was way over my head! But now we will have to look out for the Golf being re-customised as ideas were following between Dave, Aaron & Jack! They were all so enthusiastic as Dave wants to bring it... more up to date, "mmm heated seats maybe!"

Thank you to all the organisers & marshals, a very well planned out trial. Congratulations to all the cars that won their class, it was touch & go for us!

We all know what is just around the corner with the chuckle brothers (You all know who they are) getting together to arrange the Torbay Trial ... let's see what will be in store for us this year!

Take care,
Dee



To celebrate the Centenary of MGs in Trials here is a photo of the Land's End on Hustyn
8th April 1939

(A. B. Langley in a supercharged MG T Type Musketeer)

Wheelspin Table 2025 up to Exmoor

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Kyrle	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Paul	Merson	5		9	5	9														28	4
Duncan	Stephens		10			10														20	2
Dean	Partington	5		10		3														18	3
Simon	Groves		8			7														15	2
Roger	Teagle		6	2		5														13	3
Sam	Holmes			4	6															10	2
David	Haizelden		9																	9	1
Andrew	Martin					8														8	1
Karen	Warren	8																		8	1
Richard	Kinver	8																		8	1
Nicola	Butcher	8																		8	1
Stuart	Highwood	8																		8	1
Mike	Wills	8																		8	1
Simon	Woodall			8																8	1
Adrian	Tucker-Peake			8																8	1
Paul	Watson				8															8	1
Gary	Browning				8															8	1
David	Golightly			7																7	1
Jack	Selwood	5				2														7	2
Ray	Ferguson					6														6	1
Mark	Hobbs			5																5	1
David	Middleditch	5																		5	1
Jon	Moore	5																		5	1
Roger	Ashby	5																		5	1
Ryan	Eamer		4																	4	1
David	Sargeant				4															4	1
Tim	Hellings					4														4	1
Simon	Oates	3																		3	1
John	Early	3																		3	1
Paul	Jones	3																		3	1
Nigel	Dell	3																		3	1
Ben	Ballardie	3																		3	1
Andrew	Rippon		2																	2	1
Steve	Hill	1																		1	1
Stuart	Holton	1																		1	1
David	Foreshew		1																	1	1
Keith	Sanders					1														1	1

Crackington Table 2025 up to Exmoor																					
		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Kyle	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Karen	Warren	8.0	9.3	10.6	11.0	9.6														48.5	5
Paul	Merson	5.0	2.0	10.0	9.0	10.0														36.0	5
John	Early	3.0		10.7	7.0	9.4														30.1	4
David	Haizelden		10.0		10.1	9.3														29.4	3
Stuart	Highwood	8.0	9.6	9.5																27.1	3
Ray	Ferguson			6.7	8.0	10.4														25.1	3
Paul	Jones	3.0		8.6	6.0	6.6														24.2	4
Simon	Oates	3.0	10.7	9.7																23.4	3
Duncan	Stephens		11.0			11.0														22.0	2
Dean	Partington	5.0		11.0		6.0														22.0	3
Nick	Deacon		10.4		10.7															21.1	2
Sam	Holmes			10.2	10.7															20.9	2
Andrew	Rippon		10.3			10.6														20.9	2
Roger	Teagle		7.0	6.0		7.0														20.0	3
Steve	Hill	1.0		8.9		10.1														20.0	3
David	Golightly			10.9	8.6															19.5	2
Gregory	Warren		10.4		8.7															19.1	2
David	Sargeant			9.2	9.7															18.9	2
Keith	Farrance			9.5	8.7															18.2	2
Nigel	Dell	3.0	5.7		1.0	7.4														17.1	4
Dan	Staines		7.6		8.5															16.1	2
Simon	Groves		8.0			8.0														16.0	2
Mike	Wills	8.0			7.0															15.0	2
Jack	Selwood	5.0				9.4														14.4	2
Mark	Hobbs			8.0	6.0															14.0	2
John	Ramsden		1.0	4.0	4.0	5.0														14.0	4
Paul	Watson		5.6		8.0															13.6	2
Andrew	Martin		3.0			9.0														12.0	2
Roger	Ashby	5.0		6.9																11.9	2
Ben	Ballardie	3.0			7.7															10.7	2
Tim	Hellings					10.4														10.4	1
Keith	Sanders					10.3														10.3	1
Brian	Hampson					10.3														10.3	1
James	Shallcross		10.1																	10.1	1
Ryan	Eamer		5.0		5.0															10.0	2
John	Cavendish				9.7															9.7	1
Robert	Holden		R		9.7															9.7	1
Norton	Selwood		9.3			R														9.3	1
David	Middleditch	5.0			4.0															9.0	2
Aaron	Haizelden				9.0															9.0	1
Michael	Leete			8.7																8.7	1
Neal	Vile					8.3														8.3	1
Thomas	Jones				8.0															8.0	1
Richard	Kinver	8.0																		8.0	1
Simon	Woodall			8.0																8.0	1
Adrian	Tucker-Peake			8.0	R															8.0	1
Gary	Browning				8.0															8.0	1
Nicola	Butcher	8.0			R															8.0	1
Henry	Hoggart		7.7																	7.7	1
Jon	Moores	5.0																		5.0	1
Charles	Knifton			5.0																5.0	1
Stuart	Holton	1.0	1.0	1.0	2.0															5.0	4
Abbie	Jeffery					4.0														4.0	1
David	Foreshew		4.0		R															4.0	1
Philip	Aubrey				2.0															2.0	1
Stewart	Green		1.0		1.0															2.0	2
Calvin	Moores		R																	0.0	0
Simon	Willey	R																		0.0	0
Graham	Williams			R																0.0	0
Bob	Tozer				R															0.0	0

Competitors in bold Wheelspin Top 5

Pouncy and Red Rose Bowl Leagues CLASS 2025

Pouncy League		Exeter	Clee Hills	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Tarka	Exmoor Claouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
John	Reeves	10.0	10.8	8.0													28.8	3
Simon	Fillan	10.0	5.8	9.0													24.8	3
Derek	Walter	10.0		10.7													20.7	2
Mark	Wills	10.0	10.3														20.3	2
Kelvin	Prevett	10.0		6.0													16.0	2
Suzanna	Prevett	3.0		8.5													11.5	2
Neil	O'Connor			11.0													11.0	1
Neil	Browne	10.0															10.0	1
Mark	Bowden			9.5													9.5	1
Chris	Barham			8.0													8.0	1
Peter	Browne	6.0															6.0	1
Rick	Lees	6.0															6.0	1
Andy	Beveridge																0.0	0
Keith	Sams																0.0	0
Richard	Maddern																0.0	0
Nick	Robinson																0.0	0
Paul	Robinson																0.0	0
Geoff	Allen																0.0	0
Peter	Jones																0.0	0
Julian	Harty																0.0	0
Alan	Wear																0.0	0
Carl	Home																0.0	0
Danny	Gosling																0.0	0
Red Rose Bowl																		
Andy	Beveridge	1.0		10.0													11.0	2
Richard	Maddern			9.0													9.0	1
Geoffrey	Westcott			8.0													8.0	1
Martin	Keswick			7.0													7.0	1

2025 EVENTS

Navigators Table 2025 up to Exmoor

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Kyrle	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Alice	Warren Carter	8.0	9.3		11.0	9.6														37.9	4
Natasha	Early	3.0		10.7	7.0	9.4														30.1	4
Dee	Champion		10.0		10.1	9.3														29.4	3
Jack	Highwood	8.0	9.6	9.5																27.1	3
Kieran	Bartlett	5.0		11.0		6.0														22.0	3
Emma	Harvey			8.6	6.0	6.6														21.2	3
Lorraine	Rippon		10.3			10.6														20.9	2
Carla	Smith			10.9	8.6															19.5	2
Matthew	Cleave	3.0	5.7		1.0	7.4														17.1	4
Ella-Jade	Tozer-Cox		7.6		8.5															16.1	2
Stephen	Branfield		7.0			7.0														14.0	2
Richard	Gibson	5.0			8.0															13.0	2
Joe	Martin		3.0			9.0														12.0	2
Mike	Greenwood		10.1																	10.1	1
Sid	Middleditch	5.0																		5.0	1
Marianne	Holton	1.0	1.0	1.0	2.0															5.0	4
Ruben	Foreshew		4.0																	4.0	1
Tom	Aubrey				2.0															2.0	1
Melanie	Oliver		1.0																	1.0	1
Robin	Charles																			0.0	0
Rachel	Walker																			0.0	0
Amy	Stokes																			0.0	0
Jim	Trainer																			0.0	0
David	Slade																			0.0	0
Carlie	Hart																			0.0	0
Tilly	Hoggart																			0.0	0
Zara	Crane																			0.0	0
																				0.0	0

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