



# RESTART

*The Quarterly Bulletin of the  
Classic Trials World*

The official newsletter  
of the  
Association of Classic Trials  
Clubs

Volume No: 32

Issue 2, June 2021





# *Space sponsored by R H T Moore*

## Cover photographs :

Putwell, 2012 Edinburgh Trial

Putwell, 2012 Edinburgh Trial

Blue Hills 2, 2009 Lands End Trial

*(Photos by Dave Cook)*

Restart is printed by Hertfordshire Display plc  
[www.hdprint.co.uk](http://www.hdprint.co.uk)

## ***Provisional Trial First Run Dates***

Below is the list of dates I have gathered from all the results so far collated and have published on the ACTC website.

If you have any results of earlier trials please let me know.

Cotswold Clouds	1970 to present
Exmoor Clouds	1973 to present
Allen	1975 to present
Hardy	1976 to present
Camel	1978 to present
Tamar	1979 to present
Clee Hills	1980 to present
Kyrle	1981 to present
Taw & Torridge	1984 to present
Torbay	1987 to present
Chairman's	1988 to present
Exmoor, N Devon	1988 to present
Mechanics	1991 to present
Northern	2000 to present
Yorkshire Dales	2015 to present

Exe Valley	1978-2007
Chase Clouds	1985-1998
White Peak	1989-1996
Ilkley	1995-2014
March Hare	1999-2016
Octo	1978-1984
Derby Conquest	1977-1990
March Hare	1999- 2017

Dave Haizelden



# RESTART Volume 32, Issue 2 June 2021

## ACTC Council Officers

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

## Advertising Rates

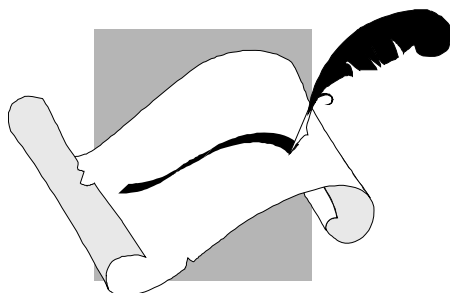
<b>Inside</b>	
Half Page	1 Issue £12.50
	2 Issues £20.00
	3 Issues £32.50
	4 Issues £35.00
Full Page	Double the above
<b>Inside Cover</b>	
Half Page	4 Issues £55
Full Page	4 Issues £100

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

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

## CONTENTS

Chairman's Chat	3
Sect's Spin	4
Bike Bits and Stuff	5
MCC Pop Up Trial	6
Torbay Trial	14
President's Trial	27
Exmoor Trial	31
Bovey Down Trial	37
Championship Tables	42
Forthcoming Events	44



**FINAL COPY DATE**  
**FOR**  
**NEXT ISSUE :**  
**29th October**

## EDITORIAL

### Editor:

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

pat@toulmin.info

[www.actc.org.uk](http://www.actc.org.uk)

It was great to be able to fill this issue of Restart with reports from actual trials and not having had to retreat to the items I have on my back burner or in the archives! (I still keep these of course, because who knows what could happen in the future.....) I really thought when planning this issue earlier that I would need to supplement it with non current items, so it's fantastic not to have to.

I would like to thank all of the contributors to this issue, and not just

the authors, but everyone who helped run some trials in these still different times.

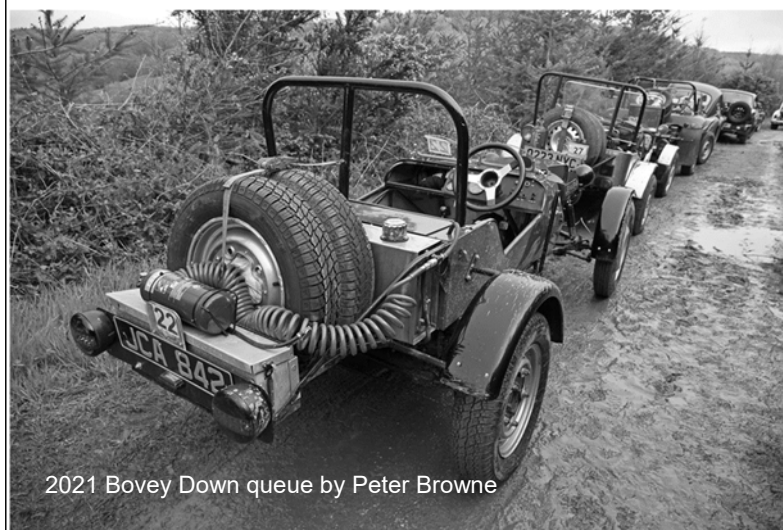
But firstly I must thank the drivers who managed to write a report without a navigator—perhaps for the first time?.... Of course solo bikers do this all the time, but it is perhaps good that now some car drivers realise what it's like. I know that when Jonathan decides to write an article, as his navigator I make copious notes on his behalf.

Of course also **many** thanks to the bike authors. Restart wouldn't be the same without them and our sport would not be properly represented.

But as I mentioned earlier also very many thanks to the organisers who must have had difficult times organising their events, finding new venues that were more suitable, complying to Covid regulations, sorting out the IT and so on.

Here's to things getting even more normal in the autumn and I hope we see more queues like the one below!

**Please** keep your contributions coming.



2021 Bovey Down queue by Peter Browne

## CHAIRMAN'S CHAT

**W**ell we have got back onto the hills!!! The Torbay went off first with a great result for the young ones. Then followed by the President's with a better result for the oldies, then the Exmoor where the young ones hit back. The Bovey returned after a 2-year gap. Keith and myself went down to marshal and had a very enjoyable day attempting to stop class 8, despite our best efforts these cars and drivers are at a different level and we failed dismally. On our way home the red Scimitar broke a rear coil spring, which I thought was terminal and would require a trailer, but Keith had a spare on board and we changed it in 20 minutes, seems like I need to revue my spares package.

As I write this the Launceston is taking place on Sunday 30<sup>th</sup> May which I unfortunately can't make as I'm hitting a little white ball around Celtic Manor. The 26<sup>th</sup> June sees the inaugural running of the John Alely Trial with a strong entry, this time Keith and I will be joined by James Shallcross at Simms were there maybe a few localised showers. Good luck.

After an approach from the MCC, we are hoping to include the Edinburgh in this year's Championship as a full points scoring round and also for future years, all ACTC members will get an invite., without having to join the MCC.

The day after the Torbay we had our ACTC Zoom meeting,

24 logged in which made for a lengthy night, all the current officials remained in their posts being voted in Nem-Con, I do like this word, and elsewhere in Restart there should be an appeal for anybody who would like to join us. The notes for the meeting are online but to quickly summarise we are going to put together a scrutineering self check list for clubs if they need, some pre 1950s cars moved to class 5B, the setting up of a single event championship, and a vote to take place on the removal of 1 club only 1 event in the championship.

Hopefully on the inside of the back cover, there should be a list of trials with there first run date as discovered by the results that have been obtained, if anyone has proof and results off earlier running of any event please let me have and I will amend the dates.

All the best Dave...

## Dave Haizelden

*PS Dave has sent me his promised list of former ACTC officials, but in this issue there is no room. Something to look forward to next time.  
(Ed)*



(Photo by Dawn Bewes)

## Sect's Spin

**I**t's great that our sport has successfully resumed at last and by the feedback from competitors I've spoken with it's been a huge relief to have a little normality in their lives again. The first two events, MCC pop-up and Torbay Trial, we're quite Covid-constrained as the "driver only" for cars and "no overnight stays" rules we're still in place. This dampened the demand as it wasn't feasible for those needing to travel long distances, however it did not detract from the events being successful.

The Exmoor Trial was the first event able to run without these restrictions, shortly followed by the Bovey Downs. Great also to see strong entries for the John Alely Trial at the end of June, a real sign that our sport is alive and kicking. I'll be marshalling at Simms so will enjoy watching you come through.

The April ACTC Committee Meeting was again held via Zoom and again worked very well. Following last years agreement to run Dellovs in Classes 2, 5 or 7 depending on the levels of modification, the Technical Panel will be collaborating with Stroud and MCC to review the current Class 5b vehicles in a similar way to assess if Class 2 is more suitable. A proposal will be written and circulated to Clubs to allow local discussion ahead of a vote at the 31<sup>st</sup> August 2021 meeting.

Other proposals for the August meeting include;

- Splitting Class D in to, D1 which is the existing motorcycle and sidecar ACU Trials spec, and D2 for Motocross derived outfits run as Enduro regs with road legal

tyre on the front and a trials tyre to the rear.

- Creating a Single Venue Championship, potentially also having a Car Trial Permit running under Classic Trial Regulations, therefore allowing 14yr olds to compete (with experienced passenger) which would be a great benefit in bringing young drivers into the sport.
- And finally a proposal to drop the "one Club one Event" rule and enable Clubs to run an additional ACTC Championship Event subject to agreement.

If you have any specific interest in any of these proposals, then please contact your Club Rep and engage in the local discussion when the papers are sent out. Remember it's not the ACTC who make the rules, it's individual Clubs putting forward solid sensible proposals which then get considered and voted on by all Clubs.

In other news it's great to see from the latest Championship Tables that we have a REAL Motorcycle Championship happening this year. Thanks to the great work by Chris Barham we now have 30+ registered in the Pouncey League, of which 13 have already competed in the early events. The guys from Pendennis seem to be dominating the top spots at the moment however these are early days so plenty of opportunity for this to change.

Well, that's about it from me, bye for now and I hope you all have a great summer when it finally appears!

**Regards,**

**Keith Sanders**

# Bike Bits and Stuff

**H**i all, well is life getting back to normal? I'd like to think so. Events are being held, people are getting out and about, Club committee meets are being held without the use of a laptops. My vehicles are taking turns in breaking down, so the local garages are doing good trade. Yep, things feel normal!

On the motorcycle side of our sport, some changes are a happening. A proposal has been put forward at the April ACTC meet that Class D, sidecars, becomes a split class. Class D for traditional outfits, ie a motorcycle with a separate sidecar bolted to the side and Class D1 a purpose built outfit with welded chassis etc. This would be the motocross/ enduro set up. With no nosecone and minimal sidecar seating.

It's hoped with the new class that we will see some more outfits coming out to play. The enduro teams, who will fit a trials rear tyre and have a days sport. The class split will also give those with a traditional set up more of a fair chance to be further up the score sheet than normal. If you have views on this please pass them on so they can be aired at the September AGM meet.

If this proposal goes forward then some conversations with the ACU will occur and the class will be recognised for insurance purposes.

On a side note, which may have affected some riders:

The DVLA has now decided not to introduce a law that all off road motor cycles need to be registered. 26 years since the suggestion was first put forward! Always best not to rush some things I say.

I'm now back out into the garage bolting my BSA together for tomorrow's Launceston Trial. Rather last minute seeing as I started altering parts during the first lock down! As I've just said, somethings are best not rushed lol.

All the best

Chris.

## Chris Barham



(Photo by Duncan Stephens)

## The MCC's Pop Up Trial Organisation by Dave Middleditch, Clerk of the Course

**T**here were several thoughts that led to the creation of the Experimental Pop-Up Trial: If a major event can't be run, what can be? How quickly can we go from nothing to running an event? And more practically, after the cancellation of the Edinburgh and Exeter, how do we know if the new systems and practices we've put in place in the last year actually work?

With cases rising it was decided that the chances of running a full Land's End at Easter would be unlikely, so the question was if not the Land's End, what can we run? My idea was an entirely outdoor (start and finish at the first/last sections daylight) event. In the wash up meeting for the Exeter, el presidente Laver suggested that we ought to run an Exeter, even if one car goes round, to prove it can be done. We'd sign them up and sign them on with MyClubHouse (the MCC membership database that we implemented last summer), we'd start them on using the new electronic timing system developed by the Allcocks, we'd distribute PPE and Covid related equipment to each section and we'd have some marshals to recover them obeying the Covid vehicle recovery process. Tying the two ideas together, the Experimental Pop-Up Trial was born.

I believed that we could turn on a proper event in 8 weeks (the MSUK requirement for route approval submission), so the challenge was laid down in the exec meeting on 2nd Feb to go ahead, anticipating Covid rates would drop and lockdown would end at the end of March. If I'd have put my money on it, I'd be a lot richer now, as it happened to the day, so our event on

3rd April became the first one in the country to run (as we started 8am Saturday morning, so before everyone else was out of bed).

Using a few of the hills that were planned for the 3-day trial (postponed to 2022), some of the Land's End hills, and some hills in the Launceston area, I plotted a route, got buy in from Paul Merson and Pete Cooper (Minehead and Launceston respectively) to help, and set about organising a new event in 8 weeks.

To cut a long story short, using modern resources, and fortunately being pretty quiet at work, I was able to contact all the landowners, parish councils, district councils, county councils, ACU, MSUK and REIS by email, and plot the route instructions, work out the timings and do everything from far away in Northampton. Covid management was done with the club Covid Officer, and all other aspects were worked in time for the event to go ahead when on 22nd Feb, the government announced the date for Motorsport to 'go' again - 29th March. Suddenly a promising idea was allowed to happen, so the pressure was on to make it work.

We recruited marshals via the MCC "News of the Week", and with some regular Hill Chiefs, got a full team together, led by Richard Tompkins as chief marshal. Mark Gregg pulled the equipment requirements together and Pete Baty got it all posted out in time. Roger Ugalde did a brilliant job driving the route and correcting the google instructions (as google often misses out junctions where you go straight on, even when the right of way turns). All the landowners were enthusiastic, and finally after 29th March, the last-minute PR was able to take place, letter dropping the houses within 500m of sections.

We know that entries were low, but they were fine for what we needed - to prove all of these systems to give us confidence for the John Aley. In brief overall outcomes were: Entry system - ran perfectly, even delaying payment request until the week before the event. Electronic signing on - worked well, all competitors, marshals and officials used MCH to sign on, and of 91 people involved, all bar a handful did it electronically, and they were just marshals from the ACTC clubs that I didn't get names or until the last minute. Covid control - worked well, with bike and sidecar recovery being performed to the letter of the guidance on Angel Steps, while car recovery, though prepared, wasn't needed. It has become second nature for everyone to maintain social distancing, and through my tour of the hills on the day, I didn't see any issues. Downloadable route card - worked well, and the route is reported to have been error free! Navigating by 'electronic device' - a really interesting experience, with several bikers reporting that they much prefer using a gpx file (as per competitors like RallyMoto), and the cars using a variety of solid mounted phones or sat navs. One person even asked me to translate the route into a format so they could upload it to their

aircraft navigation system - and it worked!

Our major learning point came in the scoring department. Having subbed out the hills to Minehead and Launceston, we've got some processes to sort out to make sure everyone knows how to score in an 'MCC way', but a big plus was the use of TrialsAppLive, a rally and trials app built by a Falcon trialler, which we tested on 3 hills. Paul Brooks and Norton Selwood recorded the scores into their phones, giving an instant result at the close of the hill. There were a few niggles, but nothing that can't be sorted out, and could in future eliminate the need for hours of transcribing observer cards, instead using them only to refer to if there's a disputed score.

I'll leave the story of the day to the entrants, but well done to everyone involved, especially Dave Craddock and Rob Haworth for the overall wins on bike and car respectively. Perhaps more importantly, several first timers enjoyed the Classic Trialling experience, and we hope to see them back for more.

Big thanks to Minehead and Launceston or their help, and everyone who came out and marshalled on the day.

Onwards to the John Aley and other events that are being planned!

*Angel Steps  
by Peter  
Brownne*



## *The Pop-Up Trial by Mark Powis*

I normally try to enter three trials a year: The Clee Hills Trial in January, The Land's End Trial at Easter and the Edinburgh Trial around the start of October. Due to the restrictions of the Covid19 pandemic last year was a wash out. I guess most of us found it a difficult time for a lot of reasons not least of which when loved ones were ill.

Riding motorbikes for me is particularly important for my enjoyment in life. I am a National observer for the IAM, I am a volunteer rider for the Midland Freewheelers Blood bikers and after retiring I bought myself a dual sport bike and started green laning. I realise that I chose the wrong time of life to start riding off road but as soon as I went out with the Shropshire TRF I was hooked. Entering trials followed and although I have not troubled the medals committee, yet I thoroughly enjoy participating in the events.

Being able to continue riding for the Blood Bike organisation throughout the pandemic kept me sane. It was challenging dealing with Covid 19 restrictions and keeping myself and others safe, but it allowed me to do my bit to help.

As a carer for my Mum, I was lucky enough to be offered the vaccine early on and jumped at the chance. When the restrictions on Motorsport were relaxed and the Pop-Up trial was offered, I was really pleased. I entered as soon as possible and asked my friend to enter too. We are going to Spain in October (hopefully) to ride our CRFs on a Mini-Mondo with Austin Vince. Five hundred miles, mostly off road in five days camping in bivouacs or under the stars. I figured the more experience we could get on our bikes the better.

Terry and I entered using the online system which was a novel experience. We managed to get consecutive numbers so we could ride around the trial at roughly the same time. We travelled down to the unofficial holding area and used Just Parking to find a suitable place for the vans.

The weather was kind for the week leading up to the trial and we had good dry conditions however riding to the start from the service station we realised that the cloudless sky of the previous night meant that there was a sharp frost on the some of the fields and it was a bit on the chilly side.

After not meeting anyone socially for a long-time riding with Terry and meeting fellow competitors at the start was a pleasant change. The camaraderie at these events, for me, is one of the many enjoyable elements. People were being careful to ensure that they took precautions to ensure safe social distancing. The starting officials were organised, and I was relieved to see that the computer had our entry details and so off we went at our allotted times.

Having not competed in an organised trial for over a year it was good to get going. The sections at the start were new to me which I find exciting. Then we moved on to some more familiar sections from the Land's End. It felt great to be doing something that I really enjoy after being in lockdown for so long.

For this trial the competitors were allowed to use electronic devices as well as the more usual paper road book and looking around at the other entrants it seemed a mixture was being used. I normally enjoy using a road book despite having to wear bifocals to read the instructions and see where I am going!

For this event I chose to have a Garmin Satnav and a Samsung Tab Active2. The Garmin was of little use because it

does not have the OS maps loaded (I know other people have on theirs) it did act as a back-up though to have the starts and ends of the sections as way points. The Tab Active2 is a waterproof and shock proof tablet. I have an app called ViewRanger on it which can be used to navigate, and it has OS maps included. It also has a sim card, so it has connectivity to update as I ride around. I am still a relative novice with this software, so it was a bit challenging to follow. I'm sure others who are more experienced would have little trouble using it.

The benefit of having a tablet was that I also had the road book as an electronic document and so I was able to use the tablet as an electronic reader. This meant that I managed to follow the route comfortably to its completion. The trial was a day trial so there was no night section. I have yet to see how easy it would be to use a tablet for navigating at night.

### *What Three Words by Stuart Holton*

**T**he MCC Pop Up Trial gave the MCC and the trailing community an opportunity to run an event without navigators and to experiment using modern technology of either "What Three Words" or Google Maps. After more than a year without an MCC trial it also gave me the opportunity to get back in the seat and I thought it can't be that difficult to drive and listen to the Sat Nag, or so I thought. The first thing was I had to get my pass stamped by my wife as she had invited my daughter and partner to supper to celebrate our son's 25th birthday (don't worry we were all in the same bubble). The only condition was "make sure you are back before 7:00pm". No pressure then, that should be easy!

The sections at the end of the trial in the wood were new to me and were good fun. Being just a day trial and the routing meant that it was a short ride back to the start point and the van.

For me the event was a great escape from the restrictions of lockdown. Being on a solo motorcycle posed no concerns regarding social distancing. The marshals and officials took care to ensure their safety and the safety of others. I was curious to see how the locals would react to motorsport starting up again. In the event the ones that I met were happy to see us and one family even asked competitors to pause so that they could take photographs of the riders and their machines.

So, I have to say a big thank you to the organisers, marshals, officials and other competitors for making it a safe and fun event.

The easy bit was putting my entry in the difficult bit was prepping the car as it had been stood for 12 months and needed an MOT. I decided to take the Salamander (Sallie) and not my X90 (Suzi) but for some reason since its last outing (the Exeter I think) the indicators had decided to stop working my local garage helped to identify the problem of a burnt-out flasher unit and replaced it allowing her to pass with flying colours.

Everything was set usual tools and jack was loaded and then there was the question did I need extra ballast without a passenger? The weather forecast was dry, so I opted to start with the roof off, a decision I was starting to question when I saw the frost in the fields along the Mole Valley B3226.

My wife had bought me some Bluetooth headphones to enable me to listen to the Sat Nag hands free. I'd spent the

# *THOR HAMMER*

## *FULL RANGE OF SOFT FACED HAMMERS*

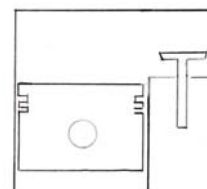
*Copper, Rawhide, Plastics, Rubber, Brass....*

*We even still make branded hammers for your vintage car as per original*

*Try Trago Mills or your local Engineers/Builders Merchants*

*For our complete range, or to order on-line go to  
[www.thorhammer.com](http://www.thorhammer.com)*

*Also Spark Resistant Tools - [www.safetytools.co.uk](http://www.safetytools.co.uk)*

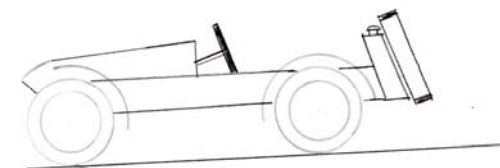


## **1172 (E93a/100E)**

Engines and gearboxes built (some units stocked) or rebuilt, constructed to your specification for road, trials or track. Low first gear conversions to E93a gearboxes, I am also able to supply exchange refurbished front or rear axles. Feel free to ring to discuss projects/requirements or just for a natter.

07769224275 [ashby.roger@btinternet.com](mailto:ashby.roger@btinternet.com)

**Roger Ashby**  
**I. Eng. MIRTE**



nights before plotting the route but knew quite a lot of it as I live in North Devon and had done quite a few of the sections either on MCC or Club trials. I'd heard of "What Three Words" but had never used it so thought this must be the way to go as it wasn't possible to download the route on Google Maps in one file due to the size. While I use technology at work, I don't profess to be a techi and have been described previously as a PICNIC (problem in chair not in computer) the cheek of it! Needless to say, "What Three Words" was being heralded as the best option and the way forward. The start was at "delight, amending, relaxing" but I didn't bother using the app as I knew where Chilli Bridge was. My first three words occurred at South Morton enroute to the start "where's your phone"? I checked both pockets, no phone! The next three words are unprintable but translated from Anglo Saxon to BBC English meant "you plonker Holton". Not to worry I was familiar with the route and to turn back would have made me miss my start time. Luckily the Boy Scout in me meant I'd had the forethought to take a paper copy of the route in a file, so it didn't blow away as I was driving. I duly arrived at the start and checked in and given my number 66 which meant I was one car from the back. I was surprised at the low number of car entries possibly it was the concern that Covid-19 was still about or the fact that most like the social aspect of trialling enjoying the company of a navigator, some even take the family along.

The first section was just up the road so having let my tyres down I was raring to go and was surprised to see a couple of cars coming back out again, was the first start tougher than expected? Not really. I cleaned it stopped on the grass at the top to put some air in the tyres only to find the OS rear was going down, not up, in three words "must be punctured". I decided to make for level ground to change the wheel and

managed it without the usual aid of my navigator as we normally work like a formula one team together, or we like to think so. I was just about to put some air in the other rear tyre when three words came to mind "check the pump". The pump was working making its normal noise the only problem was there was no air coming out. My next three words were of a similar Anglo Saxon origin but there was nothing I could do. I had one more spare wheel and decided I wasn't going to give up after the first section and decided if I took things steady I'd probably get away running at 12-14psi between sections.

I cleaned Edbrooke and made a couple of mistakes stopping on Slade Lane and rolling back on Tar Cottages largely due to pilot error stopping in the wrong place and any other excuse I could think of. I was pleasantly surprised to find the restart on Fellons Oak wasn't positioned on the impossible rock step where can sometimes be found enabling me to record another clean. From Fellons Oak there was the splash and dash stop at Barbrook Service station giving me an opportunity for a little sustenance. Next up was Beggars Roost and another clean however as I joined the A39 after the section ends, I felt a buzzing around my heart and thought well I don't feel like I'm having a heart attack and I don't have a pacemaker (next three words) "You Plonker Holton" "Inside. Pocket. Phone". It was a message from my wife showing a picture of me that had been posted on Facebook.

With my phone found I still had to overcome the problem of no pump but had a plan that if I could make Riverton I could take a short detour via home enroute to Sutcombe and pick up another pump the only problem was that running in last place I somehow had to stay ahead of the course closing car. Next three words "Step on it" "Pedal to Metal". Pump collected, tyres

inflated, and blue tooth connected (a bit like a formula one pit stop in very slow motion, again) I managed to catch the course closing car between Torrington and Stibbs Cross and made my way to Sutcombe while following Sat Nag's instructions in my left ear. After another section conquered, I went to enter the next three words "baths, repeating, pirate" to direct me to Angel Steps. Disaster! I don't know why but Sat Nag kept directing me as if I was setting off from home. To make matters worse I thought my eyesight was rapidly deteriorating or my glasses that were hung round my neck needed a good clean which is when I discovered the next three words "right lens lost". I'd lost the lens somewhere before Sutcombe. After 10 minutes of trying to re-programme my Sat Nag the passenger from the course closing car appeared (sorry don't know his name) to ask if I had broken down? No, I replied I'm struggling with modern technology and unfortunately there were no teenagers about to help me out. Thankfully, I'd had my paper version to fall back on but the one part of the route I wasn't so familiar with was the route from Sutcombe to Angel Steps. With one eye on the road (that was the one without the lens) and the other reading the notes I made it without getting lost.

Next three words "Angel takes exhaust".

Two thirds of the way up the section an Angel grabbed hold of the exhaust tail pipe and I came out the top of the section to the next three words "engine sounds loud". As I was re-inflating the tyres with recently acquired pump a thoughtful Marshal appeared with the missing pipe on a stick and offered to look after it until it had cooled down and return it to me at the finish. Thank you. At Lewdown Woods my day didn't improve I made a hash of the special test and found two sections with restarts just for Class 8 both designed to stop me but thankfully being the only car in the class my failures didn't count.

In summary it was great to be out and competing again. As for modern technology (next three words) "More. Testing. Required". I have to hand it to the lads on two wheels as they don't have the luxury of a passenger/co-driver reading the route and normally they don't have modern technology to tell them where to go. Is Sat Nag or "What Three Words" the future? I sincerely hope not. What I missed was the camaraderie of my passenger and the two heads are better than one approach when a problem arises. Thank you to everyone that made the event possible and hope to see you at the top of a section somewhere in the not-too-distant future. And my final three words "MCC. Fantastic. Organisation".

### *MCC's Pop-Up Trial 3<sup>rd</sup> April 2021 by Pat Toulmin*

Jonathan and I volunteered to be marshals on the MCC's experimental Pop Up Trial, which replaced the Land's End. The MCC hoped that this experience would help them organise future trials electronically.

It was a one-day event, so we set off at 6.20 am to get to Beggars Roost, where

we were marshalling, for 10am, with the first bike due at 10.45.

Not long after we set off, I noticed a couple of signs that motorsport was back – a large white car trailer was being towed in the opposite direction and just before the motorway I saw another car on an open trailer, but it was too far away to see what the car was.

It was a good journey. One of the key points was driving up Porlock – I had forgotten how steep it is! Much of the



Nigel John  
Swan,  
Kawasaki Er5



MCC  
Pop Up Trial  
on  
Angel Steps  
by Peter  
Browne

Stephen Baker,  
Kawasaki  
KLR 650



Ashley Clarke,  
Mazda MX5

route was the Land's End, but in daylight this time, so we could really enjoy it! Very lovely countryside and not a trials bike or car to be seen. The sun at Countisbury Hill was beautiful and the view of the sea wonderful. Here Jonathan remembered a Land's End experience of a few years ago. There was a time-check, the County Gate Control, and it was running very slowly. There were two forms to fill in and the marshal was making a hard work of it, so there was a massive queue waiting. It was only about 5 miles to a second time check at Barbrook and by the time we were signed on we were running very late – 11 minutes, despite arriving there early, and Jonathan drove down Countisbury Hill much faster than he wanted to. We still got to the second time check late, but not late enough to lose our gold award.

This time we arrived at Barbrook Garage in exactly 3 hours from home, so filled up with fuel and bought a sandwich for me and a pastie for Jonathan. I noticed the church for the first time, as it was daylight.

We met up with our chief marshal, Malcolm Huxtable, and the other two marshals, Mike Tucker and Steve Parker, at the bottom of Beggars and were able to park easily, as the owners of the house at the bottom let us park on their drive. It was decided that

Jonathan and I would man the restart, and Steve would be the bike picker upper, also at the restart. I was in charge of the radio, with Jonathan manning the flag.

We had quite a long wait, as the first bike was 55 minutes late..... Pete Hart, with Carlie, was the course opener and he delivered thank you packages from the MCC.

There were a few spectators, mostly locals I think – about 7 adults and 2 children in total. A small group behind me had a great time and someone in their family was a car competitor.

Most of the competitors were bikes. I think the fact that cars couldn't have a passenger had put people off. In fact when the first car appeared I thought it looked really strange with just the driver...

There were a few failures – one bike ran back, one overran, a couple footed and one fell off, giving Steve a job. Some cars failed, including the X90. The last car was at 1.15pm.

We then ate our lunch at the top of Beggars and then Jonathan did a little bit of exploring some of the local trials' hills for the archive stuff he is working on. We got home in time for supper, after having had a very good day.

### Torbay Trial parts 2, 3 and 4 by Dave Haizelden

After waiting all summer for the Covid to dissipate and the R number to get below 1, Oct 25<sup>th</sup>, 2020, looked good, the Exmoor Clouds and the Presidents were able to get going but day by day the outlook was bleak, so we finally decided to cancel the 2020 Torbay. With our 2021 date of 21<sup>st</sup> March, we hopefully could get out to play on the hills, but

quickly the Land's End was cancelled, and our date was not looking good, so we pushed back till April the 11<sup>th</sup> only to find out later we could not run with car passengers, a day later would have been fine. Keith (Sanders) and I decided to push ahead, with our MSUK permit we went out to see the state of the sections.

Our first venture was into Ashcombe Woods, which was a pleasant surprise as the tracks were in good shape and

we found another 5 new hills. Coombehead was a shock as the ground was rock hard, never thought that was possible. When we went to visit Nick Hunt the owner at Gale, he couldn't wait to show us the 20 new acres he had bought, such a refreshing change, the 2 new hills proved to be a tough challenge, onto the back of Simms and once again the ground was so dry. For the first time we decided to use the class 0 section from the Exeter, Donkey Trot, and Greg Warren was dispatched on the day to dampen the hill.

The Torbay Club sprang into action with the now compulsory online entry system, after having a go myself, I failed miserably, well done to all that broke the security codes and passed the retina scan to gain entry. This year we had to mark the entire route at every twist and turn and used the what3words app to help the car drivers find there way round, big thank you to locals who entered and acted as guides. With no spectators allowed all marshals also had to sign up online, thank you.

After spending all day in Ashcombe the weekend off the trial clearing branches, rocks and tree stumps we finally had our 5 hills, then we had a visit from the estate manager who said he was not happy!!, well with some diplomacy skills we agreed we would repair and rake all the hills after the event, phew, that was a close call. The following day we went to Gale to knock in the stakes and was excited to see our new section had a spring running out of the hill near the top, very, very pleased to find this on such a dry day.

Sunday morning of the trial started dry and frosty but oh so good to be out again on the hills, with a 60 plus entry we were very pleased, soon the new car park at the entrance to Ashcombe woods was full to capacity, and that was after all who had to pass gate security and ANPC recognition. Big sigh of relief

after the trial left Ashcombe with no Saabs rolled inverted and Bmw's parked in big holes, Coombehead proved to be very easy with most clearing the hills and restarts but a deviation at the 2-marker caught out a few of the bikers. The 2 new sections at Gale, Workshop and Nicks Nip, turned out to be very challenging for different reasons, Workshop relied on good steering and wheels in touch with the terra firma and Nicks Nip was a blast up the centre of the field with a hidden spring which took points off the majority.

Penhale Climb which is usually the decider on the trial was very tame but Birchanger further into the woods turned out to be the stopper in class 8, the class X and B3 deviation was a bit to optimistic on my part, sorry. Tipley another stopper of recent times was a drive through. As the trial returned to the woods the markers had been moved a little further up the hills and the lower section of hill 5 was rerouted to try and get the organisers some points back. Honestly Dean the tree stump was well marked, and space was given to pass by. After all had finished, Keith and set about repairing the tracks by raking the leaves back into place but when it was time to leave I drove the works van into a gulley and grounded out, with by best efforts it was well shipwrecked, a phone call to Graham Sweetland who was on course closing saw him return to drag me out.

Special mention to Brian Alexander who at the age of 91 stormed the last hill for a great clean, Buster Griffin who also competed the trial and still climbed back on his bike after a few excursions into the flora and at the other end of the scale, youngsters Charlie Merson and Jack Selwood who are the future of Trials.

Hopefully next year we will be able to put on the full event, thank you too all that shaped the 2021 Torbay.

## Torbay Trial 2021 by Jack Selwood

The morning of the Torbay started with the roof down and no heater, poor preparation. Having met with Aaron, James and Dean we all made our way to the start in convoy. The start venue this year was in Ashcombe Woods which was perfect for the ongoing Covid situation as everyone could socially distance and catch up with familiar faces. The first 4 hills were all in in Ashcombe Woods and were perfect to break the trial in, being not overly technical but a simple mistake would cost.

Having left the woods with only 1 point I was fairly happy, with it being the first time in the driver's seat of the white Scimitar. We then moved on to Coombehead, which is the driest I have ever seen it. The class 8 restart cost a couple of the 8s with the slippery roots catching them out. From there it was a short drive to a couple of new hills at Gale Farm. The first consisted of a tight turn around a tree, which having watched a green wasp bunny hop round I wasn't full of confidence. How the Scimitar went around the tree I will never know, it never felt like going around the corner.

The next hill was Nicks Nip, which was a fantastic section, and probably the most moisture we would see all day. This hill cost me 1 point, having stopped in two big holes evidently dug by a tractor related class 8. It was then over to Penhale climb, which was brilliant to watch James Shallcross pull the golf up over the top without too much fuss.

Birchhanger Bank was a new section to me and was quite tight between two restart

boards. The restart again costing most class 8s was very slippery and gave me some breathing room on points. It was then over to Tipley, which appeared to be very wet on the dry week we had just had, just the same as Narracombe? These two hills cost me no points but were good to watch the 8s leave many miles of rubber on the restarts.

It was then back to Ashcombe for the remaining hills. Having put in a time on the test, just enough to have bragging rights over a work colleague of mine it was then onto the final hills. The first of which was a steep track with deviations both sides and only costing me my final point on the deep ruts left by the restart. It was pointed out to me that all I had to do was score 6 or less on the final hill and the trial was mine. As I passed my brother at the 8-marker with a tyre having just punctured, my heart sank and so did my right foot. I was committed to cleaning the section, and luckily did so with the tyre clinging to the rim.

A special thanks to Dave for letting me use his car and for organising the event with Keith and their team. The trial was very well organised and marked out, only needing to look at the route card for section information. It's brilliant to be back out on the hills, even in the current times.



Jack Selwood, Reliant Scimitar SS1, Overall Car Award Winner, on So Far Away.  
(Photo by Duncan Stephens)

## Torbay Trial from the back! by Brian Alexander

**C**ongratulations to Torbay Motor Club for putting on such a splendid trial under near impossible Covid restrictions.

The entry list was obviously greatly impaired by the daunting online form filling procedure which old school anti-technology luddites such I find so frustrating. Added to which, since Windows 10, my computer seems incapable of allowing simple tasks. Everything seems constantly subjected to so called improvements. The description "new and improved" I have come to see as a warning for unnecessary complication and unreliability. All done in the name of progress, but what exactly are we progressing towards does anyone ask? Absolute chaos it would seem.

The prospect of not having a navigator/mechanic I found rather worrying and on top of all this my insurance company was insisting on a full medical report before renewing my insurance, to which my GP with all his Covid problems was unable (or unwilling) to give any priority over his waiting list of several weeks. I was told driving was an unnecessary luxury! Luckily, REIS insurance took pity on me in the end and relaxed their conditions in view of the present circumstances. Being old seems to be a crime in the view of insurance companies!

However, with all the hoops finally jumped through I finally found myself venturing somewhat apprehensively down the A30 in the trials' veteran X90 on a wonderfully bright and sunny April Sunday morning. Apart from a flat battery the much-abused Suzuki seemed none the worse for its long-enforced retirement, the only mechanical evidence of its 14 years of trialling being a gearbox which is no longer as silent as it once was.

Arriving at the great new (to me at least) start venue at Ashcombe Woods, I parked behind a queue of X90s and enjoyed a breakfast bacon bap while waiting for the rest of the entry to move off and disappear into the woods. I finally set off followed only by Stuart Holton's X90 (1 of 6 in the class), Stuart returning to the Suzuki (after his disappointing venture into class 8) and the immaculate green Mk 1 Escort of Torbay's Phil Parker.

Arriving at section 1 in the woods, I was alarmed to witness the X90 of Nick Deacon becoming virtually airborne over some huge humps at the foot of the section. The Suzuki came to earth with a crash but continued apparently none the worse to clean the section. I decided to approach more cautiously but as a result became firmly beached on the first summit to score a painful 11, a disastrous start to my trial and for the next sections things did not get much better. (Quite relieved to see that some others including class 7 winner John Ramsden's Marlin also got caught out here.)

To assist with the navigation on leaving the Ashcombe Woods complex we were sent off in batches of six, on a glorious scenic lane route to sections 6 and 7 at Coombehead which was more to the X90's liking and here I actually achieved my first clean of the day on a section which surprisingly defeated the habitual class 4 winning white Beetle of Nicola Butcher, as well as 3 of the Suzukis.

However, my luck deteriorated again after this with a succession of below par scores until Penhale's Climb where I shot out of the top but demolished the restart board on the way up. Resulting in a 7. The restart at Tipley proved no problem for the X90 to achieve my second clean but the highlight of my day was on the next section, Narracombe where after being told by section chief, Launceston's Nigel Cowling that all the



Brian on So Far Away

(Photo by Archie Bromfield)

X90s including Nick Deacon had failed, the Suzuki just cruised gently up and out no problem with no wheelspin whatsoever. Which just made my day!

I now went off course a couple of times due to losing contact with my adjacent competitors and having to wait nearly 20 minutes in a queue to pay, after taking on fuel at Bovey Tracy. I eventually arrived back at the Ashcombe complex way after anybody else but soon caught up after enjoying the fun timed test.

After two more disastrous sections where the Suzuki refused to go where the front wheels were pointing, we at least ended the day on a high, cleaning (just) the last section in front of an encouraging audience. All in all, a highly enjoyable day in glorious sunshine, although driving without a passenger

does necessarily detract somewhat from the experience.

Being right at the back of the field I did not see much of the class 7 and 8 contenders, but congratulations are due to young Jack, youngest member of the wonderful Selwood family in sensationally achieving the best overall performance

of the trial in the class 5 Dave Haizelden Reliant SS, dropping only 3 points all day. Behind him was a close battle for second with Duncan Stephens UVA Fugitive (10 points) just fending off Dean Vowden's Lonsee Special (11 points) to take the class 8 award.

Classes 1, 2, 3 and 4 suffered from single car entries but Stuart Palmer's Austin 7 Ulster battled valiantly with a misfire to finish in class 2, Phil Parker's Escort took class 3 and Nicola Butcher's class 4 Beetle dropped only 14 points to finish 4<sup>th</sup> overall. James Shallcross inevitably took class 1 in what I assume was the Dave Haizelden Golf, dropping 26 points. Hardly necessary to say that Nick Deacon took class 90 by a country mile from Stuart Holton dropping 18 points and finishing 7<sup>th</sup> overall.

## Well, it was the Torbay Trial! by Chris Barham

**S**unday started off as a crisp beautiful spring day. The start venue was clearly marked off the A38 and in fact the whole route, including the loops in the wooded sections was all very clearly marked out. Well done guys, I'm sure this helped out

the car peeps to no end as they couldn't have passengers navigating for them.

The first few sections were in Ashcombe Woods. A few nerves must have been felt on section one as good riders struggled to remember how to ride off road and feet and bikes were going everywhere. A tricky little gully with good leaf litter covering loose rocks, the following sections again offered plenty



# PDQ MOT

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





**Unit 5**  
**107 Summerway**  
**Exeter**  
**EX4 8DP**  
**01392 460777**

# PROCARE GARAGE SERVICES

8.30am - 5pm MON-FRI



## CAR SERVICING

**Unit 3**  
**107 Summerway**  
**Exeter**  
**EX4 8DP**  
**01392 460055**

of grip, with the dry conditions causing little problems.

Section 5 seemed different! Plenty of hold ups at the bottom with what actually looked like some mud! The first half of the hill was a steady climb it seemed. Andy Ayres set off before me and we quickly heard a mass of revs! That didn't sound good. What was near the top? My turn and through the mud into the right rut and climbed the hill then a sharp climb at the top, plenty of grip and a dead end. Easiest to bale and dropped the bike past the end boards. Andy had done the same hence the revs! Pete Hart was observing so he had a laugh at my expense. At least I got past the end boards.

It was out the woods then and onto Coombehead. Muddy as hell normally with some difficulty getting off the line but the problems this time was the rough terrain from cattle over the winter. Second section, Coombehead Creek is normally a real mare but not this year. Around the hairpin which appeared to be covered in oil! Then out up a steep climb with a devious diversion at the top which caught out many. And I cleaned it, it's the first time ever I have seen the field at the top and probably the last time too!

The next few sections again caused little problems with so much grip available in the dry, even the big bog at Nicks Nip was rideable though Peter Browne had showed us the way by hitting the climb like he was on his hill climber, flat out aiming for the observer at the top who had to leap out the way of Pete, who then dumped his prize machine on its side! Gale Gorse had the delightful Denise starting us off and John Cox hiding in the gorse half-way up. Nice to see their smiling faces again.

On then to Simms with massive amounts of dust on the lane to the bottom of the hill. When's that ever

been a problem at Simms? Sadly, we didn't get to use the main hill due to the Covid restrictions of spectators and Simms always brings out a crowd, instead we rode up beside the hill, a quick chat with Anna who was marshalling, well basically making sure she was out to help us on the Exmoor Trial! Another clean and onto the next section which had a sly little deviation of the B3 bikes, it looked appealing but not my class lol.

Tipley next, the hill of the dreaded restart! Many a time I've struggled like crazy trying to get off the restart, sliding like a crazy on the rocks but again despite some doctoring signs on the restart, grip was plenty.

It was about then that Andy Ayres, who I was riding with, said "What we need now is snow! It ain't the same without snow! "Bugged then within a few minutes hail then snow fell! Lovely on a bike.... it lasted to the midday break where a burger and coffee was welcomed. Not enough snow for a snowball fight it was back into the woods for round 2.

The sections looked well chewed up and then on the renamed last but one section.. the end boards had moved! And I was aiming for them, rather than hit the board and make Pete Hart pick it up and replace it I gracefully stopped beforehand. Saving the poor old chap a job! That's my excuse for dropping a mark and I am sticking to the story! Onto the last section and a final clean. Great to see some familiar faces at the top to chat to, a perfect end to a fantastic day.

That was Torbay 2021. A different event than usual and a great day out, life felt normal again and I was chuffed to have lost just the 1 point.

A huge thanks to the organising team and the guys and girls helping out. Here's to the next one.



Lined up for  
Section 1, Widlake



Presidents Trial  
by  
Simon Lewis

Ben Gladwyn,  
VW Beetle, on  
Dave's Delight

On the way  
to OS 18 at  
45 degrees



Copyright 2021 Simon Lewis Transport Books, www.simonlewis.com



Alan Wear &  
Ian Hannah,  
CRM

Torbay Trial  
by Archie  
Bromfield on  
Combehead  
Creek

Richard Madden,  
Husqvarna



Aaron  
Haizelden,  
Deere Spl





Dean Partington, DP Wasp, on Narracombe



Charlie Merson, Ford Spl.  
on his first trial

Torbay Trial  
by Duncan  
Stephens



Paul Watson debuting his Dad's old Imp. on So Far Away



George Godkin

Exmoor  
Trial on  
Riverton  
  
by Paul  
Morris



Jonathan & Pat Toulmin, Suzuki X90



Nigel & Jane Jones



## Torbay Trial 2021 by Rick Lees

Having enjoyed the 'Torbay' for many years and missing out on 2019 due to being snow bound and 2020 due to Covid-19, it was great to see the 2021 event get off the ground. A fantastic effort by Torbay MC.

As in previous years, for 2021 I entered my 1953 James J9 Commando, I have a (slightly) more modern bike - a 1965 Tiger Cub, but I enjoy riding the rigid James and think it's important to keep an old bike presence among the majority of modern twin/mono shock bikes. Don't get me wrong I have every respect for the ability of the modern machine - but I just like old bikes! From an organisers point of view, it is a tricky balance to run an event which suites both old and modern machinery and I can only congratulate Torbay MC (and other clubs) who successfully integrate these extremes to provide a competitive event for all classes.

Anyway, back to the 2021 Torbay - this year's event was significant in that there were two James J9 Commando entered. John Cull brought out his very original Commando and I think I'm probably right in saying that in recent years it was unique to have two James J9 Commandos on the same ACTC event.

The third member of our little group was Fred Clutterbuck with his factory Cotton ISDT. This bike is believed to be the sole survivor of just three bikes built by Cotton for the 1960 ISDT in Austria and the Torbay was its debut appearance after a full build.

It's worth a mention of the history of this bike - Fred is a Cotton enthusiast and knew of the 1960 ISDT Cottons but it seemed that none of the bikes had

survived. He had the idea to build a replica and, through contacts in the Cotton Owners club, began a search for a suitable frame. They knew that the ISDT bikes were based on the 'Double Gloucester' model and a suitable frame was found which seemed to fit the bill, though it didn't appear to be a standard Double Gloucester. This was where the story took an unexpected turn - investigation of the frame number revealed it to be one of the actual 1960 ISDT bikes and was ridden by Gordon Coppuck to a Silver medal! Incidentally all three bikes finished with Terry Owens and Roy Barnes receiving bronze medals.

So, the plan to build a replica resulted in the resurrection of an actual 1960 ISDT bike complete with original registration number and it's 1960 ISDT competition number - 227.

The Torbay was, due to the Covid restrictions, obviously a little different to previous years but none the less it proved to be a successful formula. A new start venue in Grammarcombe woods on the Ashcombe Estate was easy to find being close to the A380 and the early and late sections were a stone's throw from the parking area.

The first 5 sections were all in Grammarcombe woods and riding at number 7, I was the first solo bike on the road behind a clutch of outfits. The outfits started on section 2, so I was the first bike on section 1 and had the dubious honour of being the first (of many) to make a right mess of it. There are no excuses really, but I'll try to make some - not ridden for the best part of a year, brain not in gear, different forks on the bike, rider half asleep etc., etc.

Having said this, it was a tricky little section with the start over a bank and immediately left up a narrow gully which was blind from the start line and was

generously covered in leaf mould and general woodland detritus. Unfortunately, under the leafy camouflage there were some big lumpy roots/rocks/steps which caught me off guard and resulted in a dab at 9 and a messy scrabble to the ends cards. I'm sure you get the picture - we've all been there!

Things improved on the following Grammarcombe woods sections and with my brain in gear and the James doing what it does best we managed cleans on sections 2, 3, 4 & 5 (incidentally these sections were named after Dire Straits songs - so presumably someone in Torbay MC is a fan/has a sense of humour - you choose).

The next pair of tests were Coombehead Copse and Coombehead Creek. In many years past these have been a soggy bog and even getting into the field, leave alone the section, can be trial. But this year it was a bit different - absolutely bone dry and hard. Another bit of brain-fade here on the Copse, just after the 3 marker the route deviates left into the wood, but the temptation is to go straight on up the track - yes, you've guessed it another 2 marks lost.

Sections 7, 8 & 9 were grouped together, and you could get a good view of the layout from the start lines. Section 8 was a straight blast up the bank into some boggy gorse and watching a couple outfits struggle for grip at the top I decided the full-bore attack was the best choice (even though full bore on a 197cc Villiers is not very full) All went well until I got into the gorse and the bog, just when I was thinking there was no grip the James decided otherwise and found phenomenal grip. The result of this grip & me putting too much weight over the back wheel was a very ungraceful loop out and me taking a lie down in the bog. Still it was only 2 marks lost!

Sections 11 Penhale Climb and 12 Birchanger Bank were adjacent to the infamous Simms at Ilsington. Unfortunately, Simms itself was not used this year (I assume due to Covid/deter spectators). Penhale Climb which runs parallel to Sims was dry with good grip, but quite a difference section when wet! Similarly, the nearby Birchanger Bank was similarly dry & grippy.

A short road section then took us to Tipley (which looked to have had some repairs to the gullies) followed by Narracombe, a blast up a woodland track with a left deviation into woods, both were dry and grippy - not a problem for the mighty James.

A longer road section took us back towards Grammarcombe woods but included a pair of unobserved sections (Ideford Lane and Three Tree Lane) which were a lot of fun - basically a bit of 15 mph green laning. The odd thing on Three Tree Lane were the number of spectators out watching non-competitive drive through, it just seemed strange?

A timed special test at Grammarcombe woods and a final lap the slightly altered Dire Straits sections saw us delivered safely back to the start/finish car park for well-earned burger and brew.

Many thanks to Torbay MC for putting on a competitive and enjoyable trial. Not an easy task under the pandemic circumstances but greatly appreciated by all who took part.

My summary of the Torbay:

The best bits - the whole event but I particularly like the sections in Grammarcombe woods, especially 'Money for Nothing'.

The worst bits - Fred having to retire the Cotton ISDT with a front brake problem - next year we'll get you to the finish Fred.

## *President's Trial 2021 by Dee Champion*

**S**unday 18<sup>th</sup> April a beautiful sunny morning was the date for the President's Trial, which was held in the stunning Bonyalva Woods in Cornwall. A big welcome back to the navigators, who I'm sure have been missed by some!

Due to all the restrictions and lockdowns at this time we are still battling with the Covid Pandemic, it really has been a very hard and difficult time for everyone. Camel Vale Motor club were the organisers, as always James Shallcross arranged the entries and asked for permission to use the woods from the Duchy of Cornwall and all the other paperwork needed for the event to go ahead.

Ben & Ryan Tonkin were responsible for marking out the sections, we had Loop 1 which consisted of 10 hills and an observation test for the morning, and in the afternoon was Loop 2 which consisted of 9 hills. Clare Tonkin arranged the marshals and I had volunteered to help, as Mr Cox's new car will not be ready until September and I really do enjoy the excitement of being part of the trialling sport.

Lucky for me a few days prior to the event I was asked by Mike Greenwood to be his navigator, he was driving a silver X90, I jumped at the chance to experience the fun of competing in a different type of car, this one had lovely comfortable seats & was very cosy inside, not like the Porsche that didn't have door windows!! I even kept the trend by painting my nails silver to match Mike's car.

There were 28 entries in a car only event. The first car to venture onto the hills was a Ford Escort driven by Ken Bassett with Liam Hartley as his passenger the time for them to start was

10 am, the rest of us left at, two-minute intervals.

Widlake View was the first section, which was really dry. Mike thought he was going to reach marker 4 but excelled in obtaining a clear, reversing back down you could hear the cracking and crunching of the sticks as we drove over them.

At the bottom you drove slightly right straight on to Colvase Top, which was hill 2, another smooth ride to a clear for us and the rest of the competitors, a good start to the day. I remember these two sections very well from last year they were muddy and slippery many cars struggled including the poor Porsche, which had to be towed out!

Bonyalva Corner had two sneaky deviations on markers 3 & 9 but that didn't stop us, straight to the top with no problems.

Roy Hartley marshalling on section 4, the Beast of Bonyalva. NO BEAST was evident but a cute little Jack Russell dog was watching the commotion. On this hill it was slightly damp with loose soil, unfortunately for us we only gained a 4 and was on the way back down the front right wheel had caught on a tree stump. With me getting out and helping by rocking the car and Mike's clever driving skills we finally broke free.

The next section, Main Road Top, had a nasty deviation in the middle of the track with a twist and turn we escaped it. Joshua Moss with his passenger Phil Tucker competing in a Ford Jester had to retire as the car was not functioning correctly, they were in class 8.

Nigel Cowling greeted us on section 6, "Love You One Time", a slight turn at the beginning of the climb then a steep trek onwards to the top. As the cars were accelerating up the section, they created a lot of mud dust from the loose soil. This hill claimed John and William

Ramsden who were driving a Marlin Roadster, a class 7.

Waiting at Bonyalva Steep the next hill, we were chatting to Peter Ashford & Richard Kinver, who were also competing in a Suzuki X90. They told us that at the top of the last hill they were bouncing so much to avoid a tree that one of them bumped his head, they didn't tell me which one of them it was!

It was easier for Ben Tonkin to tow them out instead of reversing all the way back down, a little bird told me that David Haizelden also had assistance with getting out of the section. A goodbye to another class 8, a TMR Buggy and that was Ross & Tim Cookman.

Section 8, Stoney was very close to the river and you could smell the wild garlic. The marshal here was Anna Robinson, this hill was very bumpy & rocky with a big rock with undergrowth covering it in the middle of the track, most cars obtained a clear.

A two for us on hill 9, Right Turn Clyde

Well done to Aaron Haizelden & Jack Selwood for gaining the fastest time of 10.42 secs on the special test, today he was driving the Deer Special, with young Charlie Merson and Nick Sherrin in 2<sup>nd</sup> place with 10.58, they were out in the Ford Special.

The afternoon brought a restart for us on Bonyalva Steep section, 13 unlucky for some, Trina Selwood was there to wave us to stop with her flag and give a big smile for encouragement and with full power we shot to the top for a clear.

Now the next hill Bonyalva Climb was a bit tricky with twist and turns to avoid the trees and a big hump at the end to catch you out. This certainly did the trick as many cars were caught out by this and needed help. Our turn and with me

trying to hold on tight we shot up over the track, with me bouncing all over the place and nearly landing on Mike's lap. Was that the car screaming? Oh no it was me getting over excited as we achieved a clear! Mike's poor ears, but he was really pleased with his score.

After completing Firebreak, section 18, the way out was more of a challenge. This was so steep as we slowly made our way down and down, we went until we came to the bottom and slightly hitting the bank the car tilted over to my side and I thought we were going to topple over. We soon straightened up and went off to the next section.

The last section of the day was called Colvase Long. This was a new hill and to get to it we had to reverse along a very long track, which had been a section in the morning. This definitely showed the skill of the drivers.

So, my experience in a Suzuki X90 was awesome, nice and comfortable but Oh so bouncy! It's a good job I had the right support in the right places as I could have ended up with two black eyes!! Great company, thank you Mike. I would like to say thank you to everyone who was involved in making the day successful, it was great to see you all having so much fun.

Congratulations go to David Haizelden, who won the President's Cup. Class wins go to Rob & Michael Holden in class 3. Ben Gladwyn who was in class 4, Simon and Charlotte Lewis win their class, which was the X90. The class 8 goes to Ross & Roger Hancock. Well done to each of you.



## *The President's Trial by Simon & Charlotte Lewis*

Last September's Exmoor Clouds, our previous event, seemed an age away as we arrived at the start under blue skies. Talk before the event was of Brian Hampson's supercharged X90. Would it last? Would it represent 'The Future'? Well, you couldn't miss it, the whine of the blower signalling its approach from some way off.

Lining up for the conjoined sections 1 & 2, Widlake View and Colvase Top got the butterflies going nicely. Widlake looked very steep from where we stood watching, but the dry weather certainly provided a lot more traction than expected and it only claimed a few victims. Reversing back down from its dead-end finish was actually more hairy than getting to the top. Colvase had a nasty little off camber left just after the start and some interesting marker placement to keep the driver awake, but otherwise was a straightforward climb which was good fun, and everyone cleaned. Section 3 Bonyalva Corner also presented little problem, at least for those of us who ran early, it seems to have caught a few of the big class 8 entry. Again, the really hairy part was the very steep return road.

So, three sections down and we were on a clean sheet, which was something of a novelty, but it didn't last. Section 4 was the stopper of the day. The Beast of Bonyalva claimed everyone except Ross Hancock in class 8. We ground to a halt with a 4 like most others at the point where the curling off-camber left hander, over tree roots, got a bit steeper and the dirt a bit deeper. At this point all of class 90 were level on points, and continued as such with everyone cleaning section 5, Main Road. We just started to edge ahead (unknowingly of course) from section 6, Love You One Time which we cleaned

along with Peter Ashford. The sharp roller-coaster of bumps at the summit made this one a lot of fun. Our X90 tends to sit on its tail like an eager puppy and wave its front 'paws' in the air at such moments.

Sections 6-8 were on a part of the route that kept looping back round the same approach and exit roads, going further along each time. Section 7, Bonyalva Steep was another bouncy one, this time up through the trees with a tight little left right on the summit while section 8, Stoney, had a nasty little narrow bit over a suitably slab of granite, which apparently bounced a few people into the 4-marker, among them Peter Ashford, hitherto running level with us. We cleaned this one so assumed the lead of the class.

Section 9, Right Turn Clyde, the first one where I was able to watch a few of those running in front of us, had a savage little turn off the road and up through the trees to a dead end. We cleaned it but again a couple of our class 90 competitors bagged 2s. Section 10, Classic Camel didn't trouble too many and the observed test shortly afterwards was a fairly simple forward-back-forward-stop affair.

There was a bit of a delay at this point and most of us took the chance to dig out the flasks and the sandwiches, thinking it was the lunch break. In fact, the whole thing was running so smoothly that we were getting ahead of the marshals a bit and everyone got sent back from the start of the second loop to give them a chance to finish setting up on section 12. That gave a chance for a catch up with how others were faring. We spent much of the day in the wheel track of Ben Gladwyn's Beetle. He was running solo and said it was a whole different ball game without the rest of his family in the car too. He was flying, sharing the overall lead on 2 at this point with Craig Allen's Beetle. We didn't realise that on 4 we were

now running in a shared 3rd overall with Steve Ball's Marlin.

We had a look at section 12, Love You Long Time, and it featured a steep sharp left hander which was quite tricky to simply walk up. But our X90 dug deep and cleaned it easily as did everyone who didn't have to do the restart just short of the summit. We did have a restart on section 13, the re-run of Bonyalva Steep but again the grip was there. The dry conditions seemed to suit class 90. The same went for section 14 Bonyalva Climb.

Section 15, Dave's Delight looked less like a road and more like virgin territory up through the trees with a serious deviation around several of them. It looked like trouble, it was, but not the bit was saw. The 1 marker was directly across a gravel road and up into the bushes, it just caught us out by a couple of feet (along with ten others it turned out). My "Racing Driver's Book of Excuses" tells me we were not helped by some very odd noises from the left rear corner which sounded exactly like a puncture. It was just a bit of twig stuck in the suspension, but we had lost a point although remained third overall.

We cleaned section 16, the re-run of Right Turn Clyde and 17, the longer version of Main Road which actually had some mud around the start area. About the only mud on the entire route as it transpired. Ben Gladwyn claimed the lead on this one as he got away from a restart that caught out Craig Allen's Beetle. We cleaned it too...but then class 90 didn't have the restart. However, the memorable bit was the link to section 18 which dropped down through the trees so steeply it reminded me of the terrifying descent to Jack & Jill on the Kyrle Trial. But the sting was at the foot of this descent. Two options appeared possible. We could have gone straight on or veered over to the right to re-join the gravel road a little further along. Being lazy I went straight on and

the last three feet were even steeper, tipping us right up on two wheels at a good 45 degrees from level. Charlotte shrieked... I might have said a rude word or two, but the car righted itself without any help from its driver. Brian Hampson told me he did exactly the same thing a few minutes later in the whining supercharged X90. Brian was finding the car a completely different animal to drive, the extra torque enabling him to keep the gearbox in high-range throughout (we never used it once!) but still being prone to spinning up the wheels a bit too often for comfort. Nevertheless, having dropped only one point on the entire second loop he was clearly getting used to pretty quickly.

Section 18, Fire Break, was a straight steep climb easily cleaned by almost everyone. Section 19, Bonyalva Lane involved reversing back down to the start and from there almost immediately negotiating a step right-left over the nasty hump in the road. Missing the markers here was tricky. We managed it on this occasion and were now running 2<sup>nd</sup> overall but the final section brought us down to earth (and to 4<sup>th</sup>...) when we clipped an R marker with the door mirror and got a 6 on what we had thought was a clear run. Watching the in-car video it was easy enough to see this was a fair-cop. We thus shot from 5 to 11 points and that really tightened up class 90. Brian Hampson and Mike Greenwood finishing just a point behind.

We were however more than delighted with the class win, a day before Charlotte's 15<sup>th</sup> birthday and about 21 years since I last won anything as a driver, back in the days when I was running in Autograss. It was a brilliant day's sport, the location is picturesque, the route complex and interesting, the sections a real blast and the covid restrictions had very little negative effect. Hats off to the organising team for running an excellent event in these trying times.

## *The Exmoor Trial and the Transform-8-tion by Nigel Jones*

It must be a disease. I'm always looking for the perfect trials' car. You know, where the inability of the driver (me) is the only disability. The trouble is that as I get older and fatter, I accept that to achieve this goal, time is getting less and I'm fighting a losing battle. I must be brave and prepared to pay the price for a truly competitive car. When I saw the Kraken for sale, I knew it was time to go to the next level.....Oh dear, it's not that easy. What have I done?

I'd never driven a Class 8 car before.

The first car I ever looked at for Classic Trials (about 12 years ago) was a Class 8, 2 litre Alfa Cannon which is still about, but I simply couldn't fit into the incredibly narrow the seat! It had been built by a stick insect and I didn't quite have the credentials! Skoda eventually provided my start, and I was off! Since then, I've tried various cars and still have a 2 litre Beetle (freshly recommissioned and waiting in the wings), but I've longed for a power to weight ratio where traction is the enemy rather than a lack of power. The Kraken provides just that. The Ford crossflow engine and overall light weight of the car means it just doesn't seem to lack power. What's more, I can fit into and remain comfortable on the heated seats! Yes, I did say "heated".

With nowhere to practice, the Exmoor was to be my first attempt in the car competitively and quietly I was expecting a lot... far too much as it turned out! Driving a Class 8 is not the usual flat-out technique employed in less-suitable machines. I had to call up the subtle side of my right foot as we proceeded along, looking rather like Toad of Toad Hall.

Observed Sections 1 – 3 were in the same complex as the Start venue. This was a very dusty and windy transport depot attached to the remains of a quarry. It was like driving in a desert sandstorm! Let's call them practice sections, as officially no spectators were allowed.

The main learning curve for me was tyre pressures which need to be substantially lower than in other classes. It was complete chance as I had no idea what pressures to use. This was apparent to all when I was almost the only car to fail the Restart on bone-dry sections 2 and 3, in full view of many spectators – sorry, onlookers. (it felt like the world was watching and I felt pretty useless)!

Soon we were out on the open road enjoying the sunshine. Arriving and waiting at Stoodleigh Woods gave time to chat with the other Class 8 drivers. They'd been quietly watching me (as a fresh face in Class 8) and as I was clearly displaying a blatant lack of threat to them, snippets of helpful advice were dribbled to me as I tried to get to master the car.

OS6 was unusual insomuch as the forest track dropped almost 2 feet vertically into a ford which promptly removed a rear light lens from my new pride and joy! This led to a relatively easy Restart on a hairpin and on to clean the section with the same on OS7. I was feeling better.

Low and behold OS9 dropped into the same river further into the woods and climbed out to another easy Restart. WRONG! We failed again..... Drat and double Drat, back to feeling miserable. More advice. These woods are owned by George and all were asked to "TOOT FOR GEORGE" as we left the area which made a refreshing change from QQ!



*Roger Ashby & Glenn Nurse, Coates*

## *Bovey Down Trial by Peter Browne*

*Stephen Kingstone & Kerry Greenland, MG Midget*



*Mike Brown & Mark White, Suzuki X90*

OS10 was quickly identified as a section from the LE, starting after a narrow tunnel under the A361, known as Riverton. Like many hills it is now much more washed out than I remember but provided an easy Restart during a long, winding, uphill track.

We moved onto OS11, Kings Cott. Seemingly this is a public highway, but I can't see the 47 bus from Barnstaple tackling this incredibly rough, stone staircase track. I was so surprised that a) we were climbing it quite well and b) we went over the huge peaks and troughs with relative ease. If only there was a Restart here, we'd show 'em.....ah, there is and we just passed it. ....Doh! I'd throw the navigator out for not calling it, but she's cooking the dinner tonight!

OS12 was in Foxy Copse – a kind of undulating, very tight, orienteering exercise in the undergrowth. The art was finding your way through it! This was followed by a special all-forwards autotest in an adjoining field. Great fun!

The circus moved to Oakwell and OS13 (unlucky for some). There was a delay here as many struggled in the section and recovery was a problem. I'm not really sure what the real problem was but direction markings (or lack of) seemed poor and were causing chaos. By the time we reached the start line, things were getting better and we steered right, up the correct route, then left, entering a roughish narrow track

between high hedges and soon passed the Section Ends board quite easily. We progressed along the track towards the exit at a relatively low speed in long grass, basking in the glory of being one of only a handful to Clean. Somewhere we hit something unseen with a resounding crack, but the car continued on without problem. Eventually we re-joined the tarmac lane where both front wheels went in opposite directions! Closer inspection revealed that the steering arm had snapped clean into two pieces and our trial was over.

We were fortunate to be given a lift back to Lynton (some 20 miles) by a local, very generous marshal to collect our motorhome and trailer to recover the car.

It had been a bit of a baptism of fire in the new car, in a much tougher Class than normal, on a trial we'd never done before, in an area we weren't familiar with, but we'd survived. Another first was towing the trials car behind our motorhome which enabled us to be self-sufficient at a leisurely pace rather than using hotels. We learnt a lot about the car and look forward to competing next year.

The Exmoor isn't perhaps one of the best trials you'll ever do, having some rather weak in-fill sections. However, what it lacks in challenge is made up for by the lovely scenery and coast of North Devon.

### *Exmoor Trial: me and my angry little Bee(ta) 200 by George Godkin*

**L**ong distance trialling has always been important to me, but this year especially has been significant. After a year of not

being able to compete due to the pandemic, it's great to see that we're slowly able to get back to normality with the sport in 2021. The 2021 season brings exciting, new trials and I'm very much looking forward to getting back into it all.

One of the races to kickstart my 2021 championship was the Exmoor Trial. The Exmoor Trial was my second competition of the year and took place on 25 April. This trial, in particular, is one of my favourites due to the scenic routes planned yearly.

My week starts off by preparing my Beta 200 bike to ensure it is competition ready for the weekend. Closer to weekend, I then begin preparing my route card and getting my riding gear together ahead of the journey I've planned to go to Exmoor from Cambridge. I set off on Saturday evening with my brother, Phil, who is essentially my unofficial Race Engineer for the weekend. I've enjoyed the support and comradery from Phil with me on the trials. It's a long journey for both of us, but with several pits stops along the way to recharge, we finally made it to Exmoor. We set up our camp a few miles away from Porte farm and bedded down for the night for an early start.

Sunday morning came around quickly, and we made our way to the start point to grab a quick welcome brew and bacon butty to start our day. The weather fantastic, which is something we're not normally used to on long-distance trials making it a bonus for us. I saw a few familiar faces such as Chris and Tristan Barnicoat, as well as Greg Schmid, Mark Bowden and Derek Walter. It was great to see them and several others ready and keen to compete again since our last trial – all excellent riders I might add! Also, great to see Rally Raid Products at the event too.

I did my final checks with my bike and gear and was then ready to start! I had an early start time, which suited me very well as I'm an early bird.

There were three sections at Porte Farm, which I thought was an excellent

idea to get you warmed up and raring to go for the next sections. I ended up at King's Cott, and this was a memorable section for me. It was challenging because there were plenty of flagstones and this isn't something I'm particularly familiar with on other trials. It's important to remember to have the correct tire pressure on the front wheel to avoid impact punctures for this section!

To my disappointment, towards the end of King's Cott, I met 3 motorcyclists who were not part of the event and I stopped to inform them of the event in progress. I mentioned to them to not go against the oncoming event traffic, to which they ignored – not good ambassadors for motorcyclists!

Having finished off several sections rapidly, it was then time for a petrol stop and a quick snack. Afterwards, we started the afternoon sections. I lost some points on section 6 and 12A, which were simple errors on my behalf. In section 17, I made a mistake at the restart, but hey – that's trialling. Some days, it'll go all good for you, whilst other days it may not. Personally, getting out and taking part is what it's all about, and getting my bike over the finish line. The little angry Bee(ta) 200 didn't let me down again!

Overall, it was a fantastic trial, and I thoroughly enjoyed my weekend in Exmoor. I'd like to thank Derek Drayton and everyone at North Devon Motor Club for organising a great event. I'm looking forward to seeing everyone again at the next trial in Launceston and continuing with further ACTC championship events in 2021. I'll definitely see everyone again in Exmoor next year!

## Exmoor Trial 25<sup>th</sup> April 2021 by Pat Toulmin

**A**lthough Jonathan and I have been trialling since 1985 (our first trial was the Edinburgh) this was the first Exmoor Trial we have ever done....! Have done the Exmoor Clouds several times and 151 trials in total, but not this one. Of the trials we have done 47 have been in the X90 and the other cars were 2 Hillman Imps and 2 Marlins, with 2 trials in our Lotus Elan (!! ) and 2 trials in Simon Woodall's VW Buggy.

So, it was doubly interesting – our first Exmoor and first trial since Covid! However, the interesting times started the day before on our way down.... There had been a serious accident on the M5 between junctions 13 and 14 and it was closed, so we took the 1½ hour diversion through Stroud! Then later in the day we were looking around at some 'old' trials hills and got caught by another road closure near High Bray (the A399), but the final experience of the day was being refused admittance to the hotel I had booked for the weekend. According to them our reason for being there did not fit Government regulations....., luckily we found a room elsewhere or it would have been straight back home and no trial for us!

We left our hotel at 8.15 to get to the start at Porte Farm. We had checked out the location on Saturday, so all was well. It was a lovely sunny day and the starters we saw included Nicola Butcher and her family. We see the first competitor leave at 8.40, Leon Torres on his KTM. I think it is a good start area, with plenty of parking and in normal circumstances places for signing on etc. despite all the normal farm machinery that is there. There is a slight delay in our getting our bacon rolls for breakfast – the lady is very busy trying to do it on her own, while her helper is

doing a radio interview! We have a good chat to Mike Jones about his family's involvement in 1930s' trials, which has recently been confirmed by visits to library archives.

It is very dusty at the start of the first three sections, which is straight out of the farmyard. Jonathan had thought of taking the X90 roof panels off, but I'm glad he didn't! On the way to the first section Jonathan nearly forgets to let down his tyres – shows how long it is since we competed on a trial – good job I reminded him. We see Nigel Jones who has just done the first 3 sections and he tells us he failed two of them. We fail the restart on Porte Farm 2 but manage the other two OK.

Lower Loxhore (Bikes only) and Haxton Lane have been cancelled so it is straight on to the Stoodleigh sections. On the way through Bratton Fleming there is a trial's fan club on the side of the road, and we give them a good wave! Also, on the route are plenty of beautiful wild flowers – bluebells and primroses in particular. We are behind Keith Sanders here and he misses one of the junctions and so we get ahead of him! We get to Stoodleigh at 10am and there is a very long wait here. It almost doesn't matter as the woods we are in are very beautiful and we have a good chat to Winston and Patrick Teague. Patrick is another of the young people who are entering trials, which is great.

We are in the queue here for a quarter of an hour before we even move forward and it is nearly half an hour before we hear our first car on a section here. The track is fairly high above where the sections are, so it is quite scary for someone like me with vertigo! At Stoodleigh 1 Norton Selwood gives me the ACTC Championship stickers as arranged for delivery with Restart. The start is steeply left and downhill. Unfortunately, we fail the restart by going too far to the left and nearly hitting

the bank. On the way to Stoodleigh 2 there is a small but very steep stream to drive over. This section was marshalled by the Dometts and we clear it OK. Stoodleigh 3 was for bikes only and so it was on to section 9, Stoodleigh 4. We just fail the restart – we almost get off with much bouncing and smoke, but to no avail. As we leave Stoodleigh the route book asks us to toot our horns to the land-owner who is injured and so confined to his house, but unfortunately we miss it – sorry George, I was too busy looking at the route book.

Riverton, a Land's End section, is next and on the way there through West Buckland I see a car parked with a skeleton in the passenger seat.... Hope it is not an omen of what's to come! We arrive at Riverton at 10.52am, which despite the delays is still ahead of our standard time. We are now behind Aaron Haizelden, after Jonathan did a demon overtake of a stationary Keith Sanders at the exit of Stoodleigh. Just before the start of Riverton there is a lovely, meandering stream that I have never noticed before. Also there were lots of trees in bud here. A quick chat to Dave Haizelden and he tells us that today he already has double the number of points he got on his two previous trials together! We have a longer wait here than we usually have on the Land's End, but eventually it is through the tunnel under the A361 and up Riverton, which is a bit rough, but causes us no problems.

The Bydown Special Test is next, and we take 11.98 secs. Then it is King's Cott, which like Riverton has a restart only for classes 7 and 8. However it is **incredibly** rough and rocky, probably the rockiest section I have ever been on. We cleared it, but I can't say I enjoyed it, as I hit my head several times – in my notes I wrote 'hated it!' (So perhaps Jonathan should have taken the roof panels off after all). It was also a long and rough way to the road, but there

were a couple of people waving outside their house to cheer me up.

We arrive at Foxy Copse at 12.32pm, where there is a special test and two sections. The test is in a field, but the two sections are in a small copse below the field and next to the road. Here we see some bikes for the first time today here, taking the timed test as we pass them to do the sections first. In the queue for Foxy Copse there are two very colourful Marlins – 1 bright green and 1 bright orange. We are 40 minutes early here.

Foxy Copse for me was even worse than Kings Cott, if that's possible... it was extremely rough and bumpy and very frightening, at least it was short. No restart for us and we clear OK (why the provisional results give us a "1" we have no idea). The second section, Badger's Last Stand was in the same copse and the markers were not at all easy to see, and neither was the track in one area, as it was covered with ivy and other growths. We cleared the section, but we are not sure whether we went the right way. The provisional results confirmed that we did go the wrong way and so scored a 7. Next it was back up into the field for the special test, which we completed in 29 seconds dead.

We arrive at Oakwell at 1.17pm and see number 31 being pushed backwards. There is some water at the bottom of the section – what's that?? There were several problems here, mostly due to the fact that there was a right-hand deviation for classes 7 and 8 and a left-hand one for the rest of the cars. But unfortunately, quite a few cars were taking the wrong deviation and turning round and coming back was causing chaos. This meant that the public road had to be cleared and we had to go up into a field to wait. We chose the correct deviation and did well to score an 8, although we very nearly got further with much bouncing. (Should have let the tyres down more).



Holdridge 1, 2 and 3 were next and on the way we filled up with fuel at Rogers Garage in South Molton. Holdridge 1 was down by the river and there were 3 spectators, the first we had seen all day. The section had two restarts – the lower one for classes 6, 7 and 8 and the higher for 3, 4, 5 and 90. Unfortunately we fail at the lower restart! Holdridge 2 and 3 have the same start area. 2 goes up to the left and we only score a 7. Holdridge 3 starts downhill and goes round in a circle – it was very confusing and we only score a 10.

Then there is a very long reverse to leave the sections. Further along the way we meet two horses and there is very little room for the riders to get past us, but they just manage. I wondered if they met any other competitors? High Bray was next and was the final section. There were lots of cars parked on the approach, as well as a queue of competitors' cars. One of the latter was a Hillman Imp being rebuilt and

unfortunately it was making a pool of oil. High Bray was very rough and there were lots of spectators, including some of the bike competitors. I also noticed the lady from the Barbrook Garage, which is used on the Land's End. We had bought fuel there on Saturday and she told us that they were unable to get an entry for the Exmoor, so would be watching at High Bray. We clear the section with much bouncing on the restart, but the provisional results give us a fail.....

Not our best ever results, but we had a great day. Many thanks to all the organisers, especially for sorting the event under Covid rules. There was no signing off as such, the route book stated that we were automatically signed off after High Bray. I missed chatting to people at the finish, but it was very understandable. We leave at 3.08 and after a good 160-mile journey home arrive back at 6.15.

## Bovey Down Trial, 9<sup>th</sup> May 2021

Working on the "use it or lose it" basis I had intended to enter this trial in 2020 as the Windwhistle Club had struggled to attract the desired number of entries in 2019 but was frustrated by Covid! Despite the short time available to plan the event and seek entries, on the day 29 crews were happy to support the club.

Just prior to the event I picked up that some drivers believed the event had in the past been too severe with the possibility of damaging cars and tree hazards. You will understand that I arrived with some trepidation but was to quickly find that I had little to worry about.

I do wonder if Covid has been the cause of organisational changes that have eased the lot of organisers/entrants and will be with us for the foreseeable future. Enter online, obtain your licence online, all responses/instructions from clubs online and sign on, online, it couldn't be easier.

I was lucky that I did not have to travel from Kent on the day of the trial but stayed with passenger Glenn at Tavistock this obviously made things more enjoyable!

It was great to see friends old and new and the camaraderie whilst we all waited for the event to start was infectious, the range of machinery used was as ever broad and some ingenious engineering was seen.

Glenn being fairly new to all this later observed "if you saw some of these

driving down the road you would think they were worthless wrecks but is obvious now what has gone into them!" To me a sobering thought on what we all plough into our madness!

There was a map of the sections which at first glance did not compute but once under way it all became obvious, the first section to be attempted was Marylin.

I was delighted to see that among others marshalling at this location was our "tyre man" Pete Hart and his extremely supportive wife (who in the past has rescued me in an extremely grubby state and taken me back to the start in order to rescue car) (look on the Classical Gas site to see the cars radiator destroyed by the fan!)

This was the first hill to be attempted in the car with a lower first gear so I was not sure how it would go. The car shot up the hill, but in my haste (and not appreciating the markings on the map) I charged up the hill and missed the deviation to the left, this cost me 6 points!

Suitably chastened we went on to Clinton a long climb with a restart for class 8s and maybe others and cleverly placed pallets acting as a chicane.

We then went onto Hilary a straight climb up a loose rocky path which for some reason I could only get as far as 9 (6 on the second lap), but a number of others appeared to climb easily.

Then on to Hobbs, a long moderate climb up to a short steep left turn on clay with roots with an immediate right and out through woods, a demanding but safe section.

Next was Hangmans with a different route for class 8s and possibly 7s, still on a soil that looked like clay with an immediate steep short climb followed by

a quick left and another climb and then out through trees.

We then went to Katies, I managed to get this recorded on the GoPro and was showing my daughter in the week, I had put on the title board "drop through a stream and then a blast through mud", she commented "But Dad that's what they're all like!"

Then we attempted the timed test, start, speed up hill, a 3-point turn (handbrake for front wheel drives presumably) speed back down hill and stop astride line, a good adrenalin generating test.

Moving on to Trumped I saw some contestants in difficulty but surprisingly was to go clean on both attempts.

Back to the clay end of the site we came to Greenbank, the section begins cards placed you at an angle to an adverse camber on a short steep climb followed by a muddy exit through trees. Fearing we would get dragged down the camber I aimed high and seemed to climb easily and the rest of the section am unable to recall so it could not have been too taxing.

This was on the first attempt, however on the second I was waiting behind Aaron Haizelden in his Scimitar and was surprised that he was unable to make the climb on the adverse camber sliding to the side and losing 12 points.

At this point I was not to know that Aaron had only lost 1 point and was to go on to a well-deserved win losing just 13 (12 on Greenbank).

I am not sure whether the section had changed or that I was cowed by seeing Aaron come to a stop but despite aiming high up the bank I slithered to a stop and lost 12 marks.

We then moved on to Normans Hump which had been in the back of my mind

throughout the event, the last time I had experienced it was on the Exeter and I could just not get up it, I attacked the section literally and a clean was achieved.

We then did three of the sections again before lunch and repeated each of them again after.

As said earlier the overall winner was Aaron Haizelden losing just 13 marks, Paul Merson was 2<sup>nd</sup> losing 14 but beating Ryan Tonkin on the timed tests. This was an excellently run event and I would encourage any who have reservations to enter in 2022. The sections were not ridiculously easy but clever and took marks. The club,

marshals and in particular secretary of the meeting Paul Brooks and clerk of the course Nick Farmer all deserve praise for an excellent event. I have used the word "clever" to describe the sections and they were, they required thought and concentration whilst still taking marks.

I look forward to the 2022 event.

*Roger Ashby  
(Kent not Marlow)*

### *Bovey Down Trial May 2021 in Class 90 Suzuki with a blower! by Brian Hampson*

**W**indwhistle Motor Club arranged this single venue event in the woods (with the kind permission of Clinton Devon Estates) which many will know from attempting the sections of Normans Hump & Clinton in the dead of night on the MCC Exeter Trial. I'm not sure that these sections are any less daunting in daylight and the flint surface still plays havoc with your tyres - particularly after a generous 23 sections throughout the day!

Normally there are great refreshments available, but Covid Regulations put paid to them this year, as well as 'non bubbled' cars drivers & passengers having to wear face coverings. I'd got Dave Turner riding shotgun for the day in the X90 - his engineering skill had been very useful in getting the new supercharger fitted - although with hindsight, the mechanical aspect was actually the straightforward part of the modification, compared to the ensuing

challenges with ECU, toothed crank wheel sensor, MAP sensor and coilpack to name but a few.

The result is an X90 that pulls like a train from tick-over, but is a very different machine to drive, when I've been used to struggling for power in the past and I'm still learning how to make the most of it.

There was a total entry of 28 cars, with ten class 8, no class 7, three class 6 Beetles, (including Graham Sweetland on his own), three class 5, (a mixed bag of Steve Kingstone's Midget, Rory Fitzgerald's Z3 and Aaron Haizelden's Scimitar), six class 90, no class 4, three class 3 (including Greg Warren's son Patrick and Phil Parker's son Aiden) and amalgamated classes 2 & 1 of Roger Ashby, Justin Llewellyn and James Shallcross.

Nick Farmer had obviously worked hard on producing thirteen sections plus a timed test for the morning round and then made a few alterations - one of which caught me out big time!

## **D.P Trials Preparation**

**Covering all aspects to get your car**

**Trial ready, including:**

**Fabrication**

**Mechanical & Electrical Preparation**

**Modifications & Development**

**Contact Dean Partington on**

**01332 832750 or 07860 559496**

**1 Broomfield Cottages, Morley, Derby, DE7 6DN**

It makes for an interesting event, as you get the opportunity to attempt most sections twice (and some three times) during the day, albeit with potential changes, so changing ballast or tyre pressures will hopefully provide useful comparison for the future.

The route map looked a bit like a 'Snakes & Ladders board' but resulted in very few queues overall. After the long dry spell in April, the rains in the days preceding the trial certainly kept the dust down and created some seriously deep mud in places.

Making the most of the newly 'torquey' X90 was my challenge and the first section Marilyn did nothing for my spirits with an 8, but there were some notable climbs from Karen Warren in her Beetle with a 2 and Aaron Haizelden's clean in line with most of the class 8s. Unfortunately, Russell Clark had to

retire his Troll at this point with a gearbox problem.

Another section that springs to mind was Trumped, a steep 'dead end' climb amongst the trees. I enquired of the start marshal if anyone had cleaned it so far and was told that only one class 8 had succeeded. So off we went and to our amazement (and I think of the marshal at the top of the section), we eventually climbed past the one marker - great whoops of joy! However, on reversing back down, our joy was thwarted, as apparently, I had touched the 10-marker on the way up!

The timed test (being run by the Windwhistle's Paul Brooks) was an interesting change - a gently sloping slippery grass track to be driven up, with a 3-point turn at the top and then back down the slope to stop astride the line.

Then on we went to Greenbank which produced the highest additional points (12) for around 50% of the entrants, including me! The start of this section involved a 90 degree right turn up a bank and it was certainly a tricky one, although there were again some notable climbs from Roger Ashby in his Coates, James Shallcross, Aaron Hazelden and Rob Holden in his now supercharged BMW Tourer, who joined most of class 8 in a clean.

Interestingly, after lunch Roger and Aaron joined the rest of us who picked up another 12, although Karen Warren, Steve Kingstone and Graham Sweetland this time got over the initial hurdle, made great climbs and successfully saw the summit!

Clinton, the MCC Section with its 'adjustable chicane' half-way up just before the steepest part caught a few people in the afternoon.

But the one that really got me was a short section called Katies, where having scored a 2 on the first round, I decided that more 'commitment' was required on the climb out onto the roadway - little did I notice the change of route and that cost me a 5, as I concentrated on where I thought the section went!

Roger Ashby, in his Coates won the combined Class 1 and 2, Rob Holden Class 3, Steve Kingston Class 5, Graham Sweetland Class 6, Paul Merson Class 8 and Aaron Hazelden the Broken Diff Trophy for the Overall Winner on just 13 points, having cleaned everything, bar two sections!

Windwhistle Motor Club and friends did a great job, even providing sunny weather until a little drizzle late afternoon - so our grateful thanks to all concerned on providing a much-enjoyed days trialing.

## The Bovey Down Trial by Nick Farmer

Windwhistle Motor Clubs Bovey Down Trial 2021 was held this year on the 9th May, but with heavy rain leading up to the event it could be slippery in a place or 2. There was a fairly healthy entry of 30 with 1 non-starter spread across all classes barring 4 and 7 and we were set for a good days sport. With no less than 4 previous winners taking part in the forms of Peter Mountain, Bryn Corfield, James Shallcross and Paul Merson there was no knowing where the spoils may end up.

After the first round of 13 sections and 1 special test it looked like Aaron Haizelden was going to run away with it and dropped a mere 1 point by flattening a marker, Aaron back in the Scimitar as the recently acquired Deere

Special was still having some modifications. Doing his best to keep Aaron honest was Paul Merson a few points back on 8. Roger Ashby in the Coates was also performing very well.

Lots of competitors struggled to scale the entrance at the new section Greenbank (named in memory of Windwhistle member and trialler John Green who recently passed away) and therefore dropped 12 points. Very encouraging we're the 2 youngsters driving escorts with Aiden in father Phil Parkers Mk1 and Patrick in his father Greg Warren's Mk2, Patrick doing a brilliant job egged on by the old man in the back seat to pick up the Novice award, but unfortunately Aiden retired as the 2.5 Duratec powered Escort decided to climb trees rather than tracks! Let's hope he returns to the hills soon as the youngsters are starting to prove themselves very nicely just recently.

After a bit of lunch, the crews tackled a further 10 hills and a special test to bring the event to a close, on the afternoon loop the best performance was from Charlie Merson in the Ford Special who didn't drop a single point, not sure what was in his sandwiches!! Ryan Tonkin in the Buggy up for the day from Cornwall only dropped 1 in the afternoon also.

Come the end of the day the Overall win went to Aaron Haizelden in Class 5 on 13 points having dropped 12 on the afternoon run at Greenbank, just fending off Class 8 winner Paul Merson on 14 points in the Shopland who was lightning quick on the timed tests and therefore gave him the class win from Ryan Tonkin also on 14 points in the Buggy and had to settle for 2nd. 3rd in Class 8 was recent North Devon Exmoor Trial winner Charlie Merson on 20 points.

Class 6 winner was Graham Sweetland with a narrow 4-point win over Karen

Warren, both in Beetles. Class 5 winner was Stephen Kingstone in the Midget. Class 90 went to Brian Hampson in the supercharged X90 from Rob Wells and Peter Mountain. In class 3 Rob Holden had a good day in the ever-improving BMW now also with a blower winning the class from best Novice Patrick Warren. Classes 1 and 2 were amalgamated and the class was narrowly won by Roger Ashby from previous overall winner James Shallcross in the 205 and Justin Llewellyn in the 1172cc Dellow.

Thank you very much to Paul Brooks for all the difficult work behind the scenes especially in the present climate, all our club members who turn up for our working parties, and the many marshals and competitors who make it all happen.

Looking forward to next year!

## 2021 Pouncy and Red Rose Bowl National League

		ACTC	No	Tor	Exm	ExC	T&T	Edi	Tam	Tarka	Har	Wes	CaC	Total	Events	Scored
<b>Pouncy League</b>																
Tristan	Barnicoat	232	15	13										28	2	
Richard	Maddern	224	14	12										26	2	
Derek	Walter	238	7	11										18	2	
Chris	Barham	209	9	8										17	2	
Simon	Fillan	225	0	10										10	1	
George	Godkin	218	5	4										9	2	
Christopher	Barnicoat	226		7										7	1	
Neil	Browne	239		6										6	1	
Peter	Browne	220	0	5										5	1	
Mark	Bowden	212	0	3										3	1	
<b>Red Rose Bowl</b>																
Alan	Wear	221	10											10	1	
Geoffrey	Westcott	202	6											6	1	

## Crackington Table 2021

		ACTC No	Tor	Exm	Exc	T&T	Edi	Tam	Kyr	Har	All	CaC	Total	Events Scored
Nick	Deacon	100	10.6	10.4									21.0	2
Nicola	Butcher	17	10.1	10.2									20.3	2
James	Shallcross	71	10.1	10.2									20.3	2
John	Ramsden	102	10.2	8.4	.	.	.	.	.	.	.	.	18.6	2
Keith	Sanders	24	8.0	10.6	.	.	.	.	.	.	.	.	18.6	2
Stuart	Holton	61	9.6	8.4									18.0	2
Stewart	Green	62	8.9	9.0			.						17.9	2
Charlie	Merson	122	6.9	11									17.9	2
Aaron	Haizelden	29	7.9	9.6	.	.			.	.	.		17.5	2
Duncan	Stevens	111	10.9	6.0									16.9	2
Dean	Vowden	121	9.9	7									16.9	2
Dave	Haizelden	28	8.0	8.6									16.6	2
Paul	Watson	93		10.4	.	.	.	.	.	.	.	.	10.4	1
Gregory	Warren	89		10.3	.	.	.	.	.	.	.	.	10.3	1
Mike	Jones	115		10.1									10.1	1
Stuart	Palmer	110	10.1										10.1	1
Paul	Merson	34		10.0					.				10.0	1
Ray	Ferguson	79		9.4									9.4	1
Brian	Hampson	86		9.4	.		.					.	9.4	1
Roger	Ashby	60		7.6	.	.	.	.	.	.	.	.	7.6	1
Jonathon	Toulmin	42		7.4	.	.	.	.	.	.	.	.	7.4	1
John	White	38		7.4	.	.	.	.	.	.	.	.	7.4	1
Brian	Alexander	11	6.6	.	.	.	.	.	.	.	.	.	6.6	1
Dean	Partington	12	5.9										5.9	1

## Wheelspin Table 2021

		ACTC No	Tor	Exm	Exc	T&T	Edi	Tam	Kyr	Har	All	CaC	Total	Events Scored
Keith	Sanders	24	8	8	.	.	.	.	.	.	.	.	16	2
Stewart	Green	62	6	7			.	.	.			.	13	2
Charlie	Merson	122	3	10									13	2
Duncan	Stephens	111	9	3									12	2
Dean	Vowden	121	8	4									12	2
Paul	Merson	34		9					.				9	1
Dave	Haizelden	28	8										8	1
Nicola	Butcher	17	7										7	1
Aaron	Haizelden	29	5	2	.	.	.		.	.	.		7	2
Paul	Watson	93		6	.	.	.	.	.	.	.	.	6	1
Nick	Deacon	100	4										4	1
James	Shallcross	71	2	1			.	.	.		.	.	3	2
Dean	Partington	12	1					.	.	.			1	1

## FORTHCOMING EVENTS

(To be confirmed)

Date	Event	Club	ACTC Cars Champ	ACTC Invite	Car/Bike Class 0?	Pouncey League	Red Rose
Sat 26th June	John Aley	MCC					
Sun 4th July	Testing Trial	MCC					
Sat 17th July	Durham Dales	MECV					
Sun 29th Aug	ACTC AGM						
Sun 5th Sept	Exmoor Clouds	Minehead	Round 7	Yes	No	Round 7	Round 7
Sun 19th Sept	Taw & Torridge	Holsworthy	Round 8	Yes	No	Round 8	Round 8
Sat 2nd Oct	Edinburgh	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 9th Oct	Welsh	VSCC					
Sun 10th Oct	Mechanics	Stroud		Yes	No		
Sun 10th Oct	MECVC Bike Trial	MECVC		Yes			
Sun 17th Oct	Tamar	L&NMC	Round 9	Yes	No	Round 9	Round 9
Sun 31st Oct	Tarka	North Devon		Yes	No	Round 10	Round 10
Sun 31st Oct	Kyrle	Ross & District	Round 10	Yes	No		
Sun 7th Nov	Bodmin	Camel Vale		Yes	No		
Sat 13th Nov	Lakeland	VSCC					
Sat 20th Nov	Cotswold	VSCC					
Sun 21st Nov	Hardy	Woolbridge	Round 11	Yes	Yes-Cars	Round 11	Round 11
Sun 28th Nov	Allen	BMC&LCC	Round 12	Yes	No		
Sun 28th Nov	Neil Westcott	Exmoor				Round 12	Round 12
Sun 5th Dec	Camel Classic	Camel Vale	Round 13	Yes	No	Round 13	Round 13
2022							
Fri 7th Jan	Exeter	MCC	Bonus Round	No	No	Bonus Round	Bonus Round
Sun 23rd Jan	Clee Hills	MAC	Round 1	Yes	Yes-Cars	Round 1	Round 1
Sun 6th Feb	Cotswold Clouds	Stroud	Round 2	Yes	No		
Sun 13th Feb	Exmoor	North Devon	Round 3	Yes	No	Round 2	Round 2
Sat 19th Feb	Exmoor Fringe	VSCC					
Sat 19th Feb	Northern	Fellside	Round 4	Yes	Yes-Both	Round 3	Round 3
Sun 20th Feb	Launceston	L&NMC		No	No		
Sat 26th Feb	Syde Classic	Stroud		Yes	No		
Sun 27th Feb	Camel Heights	Camel Vale					
Sat 5th Mar	Derbyshire	VSCC					
Sat 12th Mar	Herefordshire	VSCC					
Sun 13th Mar	Durham Dales	MECV Bike only		Yes	No		
Sun 20th Mar	Chairman's	Holsworthy		Yes	No	Round 4	Round 4
Sun 27th Mar	Scottish	VSCC					
Sat 2nd Apr	Awards Evening						
Sun 3rd Apr	Torbay	Torbay	Round 5	Yes	No	Round 5	Round 5
Fri 15th Apr	Land's End	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sun 1st May	President's	Camel Vale		Yes	No		
Sun 1st May	Kimber	MGCC					
Sun 15th May	Bovey Down	Windwhistle		Yes	No		
Sun 22nd May	Yorkshire Dales	A&PMCC	Round 6	Yes	Yes-Both	Round 6	Round 6