

RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

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Cover photographs :

2021 ACTC Champions

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

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

Geoffrey Westcott, Red Rose Bowl

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RESTART Volume 33, Issue 1, March 2022

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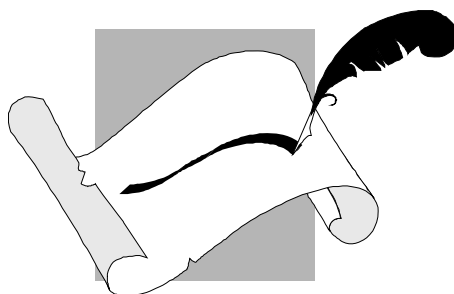
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Well as we all all know COVID has made a difference to all of our lives, but one thing it did for me was to allow me to run on the Clee Hills Trial for the first time in 15 years..... Because of the restrictions meaning that most of the secretarial work is done in advance, instead of at Signing On, Simon very kindly suggested that I wasn't needed as Sec of the Meeting on the Day and suggested Jonathan & I entered the event. We had a great time although we didn't score very well.

I did write an article about the event, but I didn't need to bore you all with my chunterings, as this edition is full without it. **Many thanks to all the authors** for saving you from this.....

Going back to COVID and signing on... there is still a lot to do, even more in advance and I created files for the scrutineers, for MSUK and others and then put my Sec's hat back on temporarily after the event to sort out the Damage Declaration forms.

I do wonder that if MSUK decide that this way of working can continue it could be a little dangerous with it being easier for drivers to break the rules.....?

However there is one good thing that I noticed after the cancellation of events due to the virus... On both the Exeter and the Clee everyone seemed so happy again. Especially I noticed the marshals and officials who were even chattier and friendlier than usual... and of course entry numbers have been great!!

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CHAIRMAN'S CHAT

It's so good to get back on the hills, Covid is still amongst us so please take care out there as we try to return to some form of normal. The Exeter kicked off the season with a very grippy Simms's, which saw more than usual climb to the summit, rest assured the hill, will bite back.

The team from MAC then followed with a full entry on the Cleve Hills, which was very well received and overall went to Paul Merson.

Stroud then put on the Cotswold Clouds, which was full in less than 3 days with 20 on the waiting list. The hills were in very fine form with yours truly failing Climpnerwell, arguably the easiest hill on the day.

Then attention for the championship moved up North with Fellside putting on the Northern, the weather forecast was as bad as it could get, Myke held his nerve, and the full entry was rewarded with a challenging event in a beautiful part of the world. Part time trialler Dean Partington took the overall.

This weekend with have the Chairman's, which is in the ACTC championship for the first time, and we have a field of 92 yes 92, it's going to be a late one!

On a sadder note, Robin Moore who was President of the ACTC in the early days has suffered a stroke and we wish him a full

recovery so he can resume writing his sporting memoirs again.

March 23rd is our annual awards night at Fingle Glen golf hotel, details will be forthcoming soon, the perpetual trophies have been polished and the 38 replicas have been procured. The plan is the trophies to be given to the 2019 winners to keep for 6 months and then passed on to the 2021 winners, depending, if they turn up. Plan B is if only one shows up to keep the trophy for the year. Plan C is for you to nominate someone to take your replica. Plan D is to hand out replicas at another place and time. Plan E I'm working on.

Numbers entered in the car and bike championships are very healthy, credit to Norton getting them signed up.

James has now uploaded 5000 pages of results and route cards to the ACTC archive page, if anyone knows of anyone with some early results, please let me know, pre-1980.

That's all from me now, catch up on the hills.

All the best, Dave...

PS. Paul, Charlie and Paul W, it's called reliability trialling for a reason.....



(Photo by Dawn Bewes)

Sect's Spin

What a great start to the 2022 Season with the trials so far getting pretty full entry lists. It's also been good also to see several new names taking an interest in our sport via the Facebook groups, hopefully some of this will translate to more new entrants in our events in the future.

While seeing new competitors entering our Sport is great, what we also need is some more people stepping forward to help in organising and running these events. Some clubs are struggling to find people willing to take on these roles so if you might be interested, please contact your local Club Rep to offer. It is a reality that some of our autumn events are at risk of cancellation so please help keep our sport alive by getting involved. While the pay is rubbish, the satisfaction can be very rewarding!

As normal at this time of the year Dave and myself are busy getting ready for the Torbay Trial which this year will run just after Easter instead of before. The date shift was unavoidable due to other commitments and availability of our Start/Finish venue at Ashcombe. It's not ideal being just after the Land's End Trial but we will offer refunds to anyone who enters but needs to withdraw due to a retirement on the Land's End. We actually have more sections available

to us this year compared to previous times, well, we did prior to the trio of storms which have just passed through, no doubt we will need to clear some fallen trees somewhere!

If you're thinking of entering the Torbay why not come down on the Saturday and join us at the ACTC Awards Evening at Fingle Glen Golf Course where a 3-course meal is £29.95 and overnight accommodation is available and at the nearby pub. We will be celebrating the achievements from the 2019 and 2021 seasons so there'll be lots of polished silverware on offer.

That's it for now, I need to get the Scimitar ready for the Chairman's Trial this Sunday. Thanks for supporting the ACTC and I look forward to seeing you on the hills.

Regards,
Keith Sanders
ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

Hi all, 2022 is in full swing now. It's March already! Where's the time going? There's been a few trials held already, which unfortunately I've not had the opportunity to enter but I did get to watch at Simms during the Exeter Trial. This year the surface was rather kind with a good percentage of the bikes clearing the section. Hats off though to the guys on either tiny step throughs or multi cylinder monsters! Brave or what!

The Exmoor Trial prep has been taking up many of my weekends so far and even more so recently as Storm Eunice gave North Devon a right battering a few weeks back. Hopefully we'll have all the hills cleared in time though some are blocked with some serious sized fallen trees.

There have been some "debates" recently on scrutineering of machines. Please remember the official is not there to MOT your bike. That's your responsibility to make sure your machine is legal and in a roadworthy condition. They are there to make sure your machine meets a standard required to enter the event i.e., holds a valid MOT if required, tyres meet ACU trials TSR 8 or the SRs of the event. Throttles self-close and sidecars have ignition lanyards fitted. Control levers are of a ball ended construction and that the brakes work! Working lights are fitted if required in the regs. Also, the machine meets the criteria of the class entered. No one wants to turn a person away from scrutineering because they have presented a bike in an unsuitable condition. Believe me unfortunately I've been there and it's a horrible thing to have to do.

Any questions or matters arising you want to discuss I'm always available, give me a ring, message or email me. Now that we can get out to play let's enjoy ourselves. Good dirty, muddy, steep slippery fun!

Catch you around, keep your feet on the pegs and the soles of your boots clean.



(Photo by Duncan Stephens)

**Chris
Barham**

**ACTC
Motorcycle
Co-Ordinator**

The Neil Westcott Memorial Trial 28/11/2021 by Peter Browne

The Neil Westcott Memorial Trial is a bike only event and with the cancellation of the Camel Classic, was the final round of the 2021 ACTC calendar. I was aware that the Westcott was a popular event but was not aware just how popular. The event is slightly unusual in that the entries have to be submitted by post and the route card arrives the same way a few days before the event, but this is the way it has always been done and it worked without problems.

My brother Neil and I entered our 650 Triumph Metisses six weeks before the event and when we saw Geoff Westcott, the Secretary for the event a couple of weeks later at the Tarka Trial he confirmed that that we had been accepted but that we had quite late numbers and the event was nearly full, and this is with an entry limit of 160 machines. When I expressed my surprise at the events popularity Geoff said, "I set sensible sections and try to give the riders an enjoyable day's sport and because of that they return the next year, it is as simple as that".

On the morning of the Trial, it was a very cold start, and I was quite pleased to have a late number, 139 with Neil being 140. My start time was 10.19am and the event was well under way by the time we arrived at Wheddon Down Cattle Market with riders being constantly started and a group waiting to go. We signed on and were scrutineered and very soon were amongst a small number of riders still to start, and with the course closer getting ready to go we thought we had better get under way. I quickly put on as many layers of clothing as it was possible to fit under my jacket, and at this point in my haste I made the schoolboy error of leaving my bag

containing trivial things like tools and inner tubes and critical things like my lunch box and coffee leant against the trailer. More of how I survived this later.

The first section at Luckyard Farm was a circular route on a slope which looked like it should be possible to clean on the Metisse but instead I footed and then the engine stalled. This was to be a technique that I would use a number of times during the day. It is always nice get the first failure over with as that removes some pressure, so at least that had been achieved.

A few miles further on was Section 2 at Leigh Farm, which involved a drop in across a stream and then a rise out with a turn on a slippery grassy climb. The bike would have cleaned this section, but not with me riding it as I footed involuntarily as I turned out of the stream. At least I did not stall the engine.

Section 3 was I Fits, a short distance away and was a climb in a stony lane with steep hedges either side and a turn part way up and I managed to keep my feet on the footrests and not stall the engine, so things were looking up.

There were a few miles of roadwork to get to Stetfold Rocks, which was Section 4. This section is a stony climb which I was making progress on until I met a large slippery tree root which I could not get the Metisse over. At least it was not a silly mistake that caused the failure so that was OK.

Section 5 was Bromham and was several miles away. The route there was a superb mixture of moorland roads and green lanes and whilst the Metisse may be old and heavy it was in its element on this type of going. The views over Exmoor were magnificent and Cardiff could be seen looking towards Porlock and over the Severn Estuary. I normally feel the cold badly enough that I am

acutely aware when the conditions are near freezing but having been kept busy riding off road, I had a nasty shock when approaching a downhill bend, I was suddenly aware that the water running across the road was still sheet ice. Fortunately, the Metisse is a forgiving machine, and it crossed the ice with barely a wriggle but that was a good wake up call and there was much more ice on the off-road section to Bromham Farm.

At Bromham Farm there was a group of riders stopped at a barn and Neil and I stopped in the yard to see what was happening. I was delighted to find that in the barn there were a group of ladies serving coffee and cake and they would not take payment for either and this is where I return to how I survived my schoolboy error in leaving my lunchbox at the start! I have since learnt that the farmer and his wife, Delwyn and April Hooper do this for the Trial every year, and I felt this was a really nice and very welcome gesture.

The section at Bromham was a turning drop into a loose stony climb up the hedgeline and I quickly span to a halt on the stones. My brother and I have a mutual pushing arrangement and he quickly came to my rescue, and we pushed the Metisse out. I cannot remember pushing him at Bromham so I may have sold him a bit short there.

After Bromham there was some road work through Porlock to three sections at Bratton Woods. Marshalling on the first was Nigel Cowling who said that nobody had failed the section so far and I should probably have found that a comfort but instead I saw it as an opportunity to become famous for the wrong reason. Fortunately, I avoided fame and the other two sections were OK as well, so we left the woods and headed for Dave Delight a few miles away.

Section 9, Dave Delight was a leafy route through a wood, with rises and drops and on one drop I found myself increasing speed with both wheels locked and I slid through the tapes at the bottom with no prospect of turning, so that was a fail.

Next were two sections at Aville and the route there involved several miles of forestry riding which was great fun. The sections were both winding routes through woods over ruts and roots and on both I used my riding too slowly and stalling the engine technique to good effect.

Section 12 involved taking the road through Dunster to Styles Ice Cream, which was a circular grassy route with a drop in and climb out and I was pleased to avoid stalling the engine on this section partly as it was now becoming difficult to re-start.

Another short section of road work and a green lane took us to sections 13 and 14 at Slowley Farm. 13 was a straight climb and was an opportunity to enjoy the noise that the Triumph engine makes on full throttle. I have had the bike for nearly forty years and have still not grown out of that. Neil's bike sounded good too. In the same field was fourteen which was a special test in the shape of a big triangle on a sloping field. Having earlier in the day learnt about the perils of trying to stop on slippery downhill slopes I exercised caution and kept out of trouble.

A short distance away was section fifteen, Maddocks. This was a muddy rise to a tree with a large, exposed root and then a turn and climb up a slippery field. The muddy rise was fairly well churned up by the previous competitors and I reached the tree root but did not have enough speed to get over it.

We then headed back towards Timberscombe to section sixteen, Allercott. I cannot remember this section, but my brother tells me it was a section in a copse around some bomb craters and I see from the results that I failed it, but he was clean so perhaps that was nature's way of protecting me from remembering some act of foolishness.

The final section was Hannycombe, which was beyond Timberscombe and like so much of the days route was reached via a great section of green lanes, many of which could have been an observed section in their own right. Hannycombe was a loop down a slope and back up again and should have been OK except that the engine stalled at the bottom of the loop and then took

far too many kicks to get it started again. The following day I found that the pilot jet was blocked, I just need to make sure I discover things like that before rather than after the event in future.

That took us back to the start at Cutcombe Cattle Market to sign off and thank Geoff for an excellent event.

We loaded the bikes and set off for home still in daylight despite being amongst the last competitors to finish. On the journey home Neil and I agreed that the Westcott had been one of the best events we had ridden all year and that just as Geoff had said, the sections were sensible, we had enjoyed a good day's sport and we will definitely be back again next year.

An Entrants view of the 92nd Exeter Trial 8th January 2022 in class O by Mike Webster

With seemingly weeks of very wet weather preceding the 2022 Exeter, my trailing pals and myself were looking forward to the weekend with some trepidation, made worse by no less than 5 restarts for Class O shown in the route book. Our current car is a Toyota MR2 roadster, my navigator being Gary, my eldest son and our journey to the start was circa 150 minutes so our departure from our house was 1am to meet up with friends at 1-20am out in a country layby so as to minimise sleep deprivation for families and others before driving in loose convoy to Sparkford.

Perhaps unsurprisingly entries were down at 269 (in better times, it has been closer to 400) 216 main trial, 31 in class O and 22 in class R and it seems a larger than normal number of entrants failed to sign on further reducing starters

on the Friday night at Haynes Motor Museum.

Being class O, we were scheduled to depart behind all main class entrants meaning the first O class motorcycle start was 4am and as the penultimate car, our start time was 4-30 am so we had plenty of time for scrutineering, signing on, enjoying the products from the Haynes catering staff and socialising with other competitors. Haynes is certainly an excellent start venue and one we especially enjoy!

Covid must make organising trials very difficult as, like so many organizations, finding enough staff is more than just challenging, and seemingly the Exeter was no different. Why do I say this? A week before the trial, I was asked to act as a Travelling Marshall and also to be course closer on one particular section only, (Redscrip) by Phil Tucker, Chairman and Treasurer. This was no hardship for us though it meant asking the last car to go ahead of us in order for us to be last car at Redscrip, again no problem.

Although we had encountered rain during Friday and up to arrival at Haynes, by the time we started the Trial, it had all but stopped and there was only light occasional rain for the rest of the darkness. However, the roads and sections were very wet, and some flood water was encountered though section one, **Windwhistle**, presented no problems for us as it was tarmac with a restart on a tight right-hand bend just after the start and being rear engined, the MR2 had plenty of traction so was straightforward to complete.

Very soon after, we had an **Observed test 1** that had no difficulty unless you cannot remember/follow the instructions which consisted of starting on a line, driving forward completely over a line, reversing completely over the same line before driving forward to straddle a finish line (against the clock)

On to section 2, **Redscrip**. We had let the last car go ahead of us from the start so planning to be last here to close the section after doing it. The car immediately ahead of us at Redscrip advised that they had seen the car in front of them miss a turning meaning they were now behind us and we were no longer the last car. We decided to wait 15 minutes before attacking Redscrip for the errant car to turn up and whilst doing so, a second "late" car appeared and was able to "clean" before the last missing car did the same. Redscrip is a left-hand turn from a metalled lane onto a quite rough track though not too steep.

With the wet conditions, we let the rear tyres down to 15psi as by the time we went up, it was pretty muddy/rocky and we decided it was not a hill to trickle up, so off the line gently, we quickly built up speed and retained it to the top, The sump guard was taking heavy hits on rocks (but that is why we fitted it) and we shot out of the top.

Our next port of Call was Musbury Garage passage control. They always open for petrol for the Exeter, despite the middle of the night and seem in very good humour too! Many, especially the motorcycles, are totally dependent on them doing so, though for us, we had no need of fuel at this point with a still almost full tank.

The next section **Pudley Lake** was new to us being a shallow climb with a restart soon after the start followed by a longer fuddy track, but the start position was almost flat and the whole section was straightforward for our car.

Section 4 came next, **Jobbles Lane**, A well-established Exeter Hill and being straight and with good traction,

We motored onto a new **Observed Test 2**. This was nothing like the directions illustration which consisted of a start from on a line, slalom through three cones to stop astride a line before going left of a cone and stopping astride a line. However, as positioned, the cones confused as their layout meant no slalom was needed and so, it seems several competitors were confused. We went quite slowly doubting we could be correct though believe we did actually complete it albeit with a slow time!

Next section **Stewarts Hill** is a B.O.A.T and can catch out first timers as it did us years ago. It is a very short section. It consists of a short steep climbing left, usually muddy/slippery followed by a very tight right double back and out of the section. The problem is as you are still climbing and start turning right, there is a track straight ahead to a gated dead end. All this comes very quickly, and many newcomers have fallen victim of not completing the U turn to the exit and if not done in a timely manner, it becomes too late to do so. Needless to say, we were prepared so feel happy we cleaned the section

Section 6 is **Pinhill**, another familiar hill to many. Dawn for us is breaking by now, though being a dull and drizzly morning, it is still pretty dark. However, the surface has reasonable grip and even the restart gave us no real problem on a tight right hand uphill bend especially as we revelled in a heavy right foot and hanging the tail out on the sharp left hander that followed it. We were there to have fun after all, and a small group had come to spectate!

Still running almost precisely to time, my navigator having made no mistakes at all, (we had experienced only short occasional queuing) we arrived at Crealy Park for our 1-hour breakfast/rest halt. It was raining more heavily again. We left Crealy, now in daylight and heavier rain but at our standard time for our entrant number, it was all going so well.

The drive to section 7, **Windout** involves about an hour's drive and fording a quite deep river due to all the rain on the approach. As has been the case for years, the house immediately before the section start still has teddy bears in the window. Nice that somethings never change! Windout has never given us much trouble as the surface has plenty of grip and even the rain did not make the restart difficult. Accurate driving is the main issue as the trees either side of the narrow track means any lack of skill might remodel your car, especially as the modern cars seem to get wider and wider?

Continuing on, the next precision driving is the crossing of Fingle Bridge where there are only inches between our mirrors and stone walls, both sides. Once over the bridge, we turn left and traverse a path alongside the river, passing those in main trial waiting to climb Fingle and bemoaning the fact that Class O is denied this section (a personal favourite of mine that used to be a Class O hill too). I hope with

smaller numbers competing these days, that MCC might see fit to allow us to play with it again in the near future!!!!

However, it is not all bad news as we have section 8, **Hitchcombe**, next. Another often very challenging hill that gives great satisfaction when "cleaned". I had an unexpected assistance this year. The car we had allowed ahead of us at the start was still just ahead so whilst waiting for them to complete Hinchcombe, I was able to see them almost fail the restart, (experienced trials team) though with much on the rev limiter steering wagging wheel-spin, they just managed to restart and complete the hill. I observed they had put the front axle in the box, so I decided to put our rear wheels in the box for our attempt. "Easy Peasy", I simply eased away and then accelerated to complete the section.

It is another hill that can catch out the newcomer as it has lots of sometimes wet leaves or mud on it's quite long climb and the sting in the tail is the end of the section becomes very steep so unless good momentum is achieved before this, a fail can result despite a long success right at the end of section. On to Section 9, **Pepperdon**, another Exeter regular. It is a hard tarmac surface with sharp hard left and right and steep. Keeping plenty of momentum worked well for us. About now, the promised wild wet promised weather arrived such that by the time we arrived at Islington Village Hall, we had monsoon rain and 50mph gusts with of course localized flooding.

Apart from getting soaked getting from the car to the hall, we were soon enjoying some of the nicest hot sausage rolls (yes, plural) I have ever had. Why plural, they offered a 2 for one price deal. By the time we left there, the winds at least had subsided a little, but the rain was to stay with us until the trial end.

Our last section was next, section 10, the infamous **Donkeytro**. Up to this point. We believe we were “clean” but of course, Donkeytro put paid to that. It was (we believe) impossible by the time we arrived there and although we gave it everything off the line and until we failed forward movement, it was not even close to completion. We were over halfway but no chance of getting any further. The only consolation (bearing in mind we were last runner, is that we were informed no other car manged It (though apparently one or two bikes may have done?)

Last section complete. But not the end of our trial as my navigator had to work hard with a navigation that came thick and fast. He did, however, once again keep me on track to our third and last observed test. Getting there proved more a test that the test itself at **Millen Lane** which involved starting on a line, driving forward astride a line, reversing straight back astride a line and forward to astride the previous one. Sections over, we then drove to the finish at Kingsteignton to sign off and collect our finishers certificates.

During the trial, our aggressive attacking of sections has generated rear wheel steering and the 6mm alloy sump guard has taken quite a beating too so the first job on returning home is to establish just which bush or link on the rear suspension has failed and try to restore the sump guard to serviceability. However, with two Edinburghs, a Lands End and an Exeter behind us, the car is overdue some issues and these are its first failures. These days, even Class O has the capability to seriously mistreat our cars!

Observations.

The good.

The best post Covid Trial to date in that it was the closest to past “normality” yet

achieved and perhaps as good as it is possible in our new Covid world????

The route book was excellent and practically no errors with it and actual route markings, no easy task

Most of the sections were “possible” even with all the rain, including the restarts making for satisfaction when “cleaned” with the realization that without the right vehicle/driver, it would be easy to fail them. e.g., about the right degree of difficulty.

The Excellent.

Adding map references to section details

Every Marshal /Time/Passage Control we encountered, was cheerful (happy?) and superb making competing their sections an absolute pleasure.

Islington Village Hall Ladies Food and drinks were, as always superb and if there was a superlative to that, it would surely apply. My sausage rolls were, to quote a usually critical Strictly Come Dancing **FABULOUS!!!!**

Summary. Personal views only of car 530:

Truly Great effort, Thanks for all the hard work and for acting on recent suggestions which make a nonsense of those who say the Club do not listen to Members!

Excellent results in the current climate and especially with all the politics that have been overcome to achieve making this Trial as good as it was

The most enjoyable for us (this competitor and navigator in the Covid Era so well done. It would not take much to ensure unreserved acclaim from this competitor.

Team Inappropriate and the Exeter by Roger Ashby

Followers of my ramblings on the progress and sometimes hiccups of Team Inappropriate will be aware that my approach to competition matters often borders on the chaotic. The 2022 Exeter was no exception, regular readers may recall my purchase of a covered trailer which after getting it home proved too low to accommodate the Coates. Options included removing the roll bar, which I did not want to do, putting a joint in the roll bar so it could fold or be removed for the journey, I really did not want to do any of this and compromise the integrity of the bar.

I opted for raising the height of the trailer and fitting a temporary skirt until I could find a commercial trailer repairer who could do a proper job. The other option was to sell the trailer and buy a taller one, but they are few and far between! Metal was ordered, it arrived, and I looked at the job in hand, cutting multiple pieces of steel square tube did not look appealing, I have a Screwfix Chop saw which will cut metal and has in the past been used to cut angle iron but the noise is appalling and chips of metal fly everywhere.

In a stupid moment I looked on Facebook Marketplace and nearby there was an old-fashioned electric/mechanical hacksaw advertised at a very good price, I have always hankered after one of those and now I could justify it (well to myself)! Communication was made, a price agreed, and I went to collect it, it was of course ridiculously heavy, the guy had a hoist, and it was loaded onto the pick-up, I got it home wondering how I was going to unload it! Once home Mrs A was distinctly unimpressed, even more so when I asked for her help in unloading, I am not sure how we achieved this without

serious injury, but we did, using various benches, platforms and brute force to get it to the ground. Once set up it made light work of the cutting and the frame was accordingly modified.

Then on what must have been the coldest afternoon of the decade I got Ruth to help me while we bolted the temporary skirt to the original cover with the numerous bolts on the original hold down straps, it was unbelievably cold and she was distinctly unimpressed, most of us forget how much support we get from our partners. What followed must have been the least preparation I have done on the Coates before any Trial! I seemed to spend the 10 days before working on the trailer and only got round to the car late Wednesday before the event.

A big thanks to Alan Wibberley who passengered me on the event as he had done on the Edinburgh, Alan is a dab hand with the Garmin, downloads etc, but also thanks to Kevin Lindsay who back in 2021 bought his Garmin to a Falcon Club Trial to demonstrate to the technologically illiterate (me)!

Fortuitously Richard Kinver suggested leaving tow car and trailer at his place, only 47 miles from Sparkford and even better only 24 miles from the Premier. We arrive at Richards late evening and immediately Sarah is into care mode worrying if we have had enough to eat, do we want a bed, more coffee etc etc, what a wonderful lady. We opt for a doze on the sofa and intend to leave at 11, which amazingly we achieve. Sarah shows us the rolls to take with us when we leave, then the portion of the Aga which contains the hot sausages with an element of mango in them (wonderful, not sure where they come from) and the foil to wrap them in when we go. We enjoy these after the journey to Haynes.

We get through the scrutineering with no issues, get our badge, then go to the sign on desk, as always, I get confused

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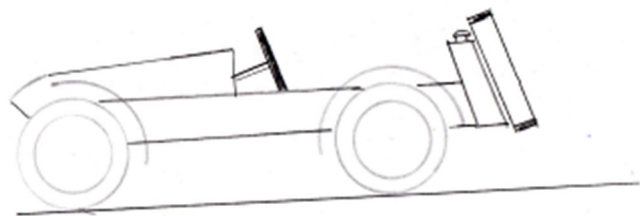
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with simple instructions and Alan takes charge of badges times etc. We meet up with the other members of "Team Inappropriate" who are enjoying the Haynes offerings. With Lee Sample we have passengers Kerry (the boss) and their children Lily and Kieran, supporting Matt Robson is Simon (Grandad) and son Lenny. It is so great to see this family thing hopefully we will see more families taking part as a group in both MCC and ACTC events. We then discuss team orders, strategy etc, well actually we don't bother with any of this but get more to eat!

All of a sudden it is time to start, and we are off in the little car, it has rained and is still wet, additionally it is cold (not sure what I expect at 2.00 am during early January), there is some point that I question what I am doing here, must have been a good trial as this thought only reoccurred once, just before daylight.

24 miles and we are at the first section Windwhistle Hill, as is common I know I have done it before but cannot remember it, we err on the side of caution and deflate the tyres, we roar through the section, the restart is not a problem and there was no need to have let the tyres down, as I recall this was the only restart we had to do as a class 2 car.

We then arrive at observed test 1 and I have no idea what to do not having read the instructions, we get through it ok. Its then on to Underdown, yes, I remember this one, again we let the tyres down, as we do on every section from now on. The track down is challenging but also amusing, the marshall's are great fun and we blast up the section with no issues.

We top the fuel up at Musbury and check in with yet another ebullient marshall (where does the MCC find them all?). The team is still in evidence and sort of running together. Gatcombe

Lane is next, try as hard as I can I cannot remember this one, but we clean it.

Next is the Bovey Down area, first section is Normans Hump, I have failed here in previous Exeter's but have scaled it in other trials, this is a section along with Underdown where I have been more successful since I fitted the 1172 engine with a single 1.5-inch SU. As we approach the start, we meet Andy Webb of the Woolbridge Club (Hardy Trial) and his delightful wife who are observing, more wonderful people from our strange world, they give us words of encouragement. We blast off and are successful.

Next to an old favourite, Clinton, this section is under the management of that wonderful pair of enthusiasts Keith and Claire Oakes, we exchange pleasantries or maybe just banter, the section is run very efficiently, and cars go through at a rapid rate, the section is just a straight blast, we are up and through the section with no apparent problems.

We leave Bovey Down and meet Stephen Hill coming in in the wonderful Ford A (are these also known as a Tudor or have I mixed this all up). He looks almost regal as he sits comfortably in the plush seats with the hood up, he asks if there's a penalty for arriving early, for once I know the answer, no just crack on! I later find out he cleaned every section, what a brilliant performance in a seemingly uncompetitive car, I understand that these vehicles are doing very well in VSCC events, what a tribute to the often -derided engineering of the Ford Motor Company.

Then on to Stretes where again there are no issues, just a couple of miles and we undertake the second observed test, as I write this, I just cannot recall the location of the test, then another 4 miles and we are at Passaford Lane, we clean

The Neil Westcott Memorial Trial

Photos by Peter Browne

The Start



April Hooper & friend serving coffee & cake at Bromham Farm

Waiting to ride the section at Bromham Farm



it but the section is another lost memory, it must have been the time!

We arrive at Crealy, the marshals are doing a wonderful job in the pouring rain, remaining calm and collected despite some of the bike riders who obviously confused leave by a strange route against the flow of incoming traffic (been there done that!). We sign in and are told that Kingswell is closed, we speak to the rest of the team, and all is going well, we see the ever-ebullient Lee Peck who is passengering in one of his Krakens, he explains easily how to miss Kingswell and get back on the route.

Strangely I can now remember Kingswell from a previous Exeter, a long mud/slurry covered track, to be approached at speed to ensure success, the car stunk for months afterwards!

Then on to Tillerton Steep, a bit of a queue but all is under control, we do not have a restart and we get the preferential start, again a section to approach fairly quickly, off we blast, and the plucky little car rises to the challenge, and we clean it.

Fingle Bridge/Fingle Hill is next, we make a successful climb, all of a sudden, the pressure is on, with only 4 sections to go we are running clean, I know I have to concentrate as I am now at the point where both the tiredness is clicking in and my mind starts to wander! I tell Alan to find a big stick with which to bash me if he has any concerns.

At Wooston Steep there is a long queue which does not seem to be moving, we get out and stretch our legs, we see Matt Robson and he tells us the sad news that Lee Sample has destroyed his diff and is somewhere laying in the mud changing the diff, they are a hardy lot these Rickman owners. Sadly, the team award has escaped us again, well at the time of writing we have a team

entry in the Cotswold Clouds, so fingers crossed.

On the section it appears that none of the cars so far have been able to get through the section due to the restart, the marshals here are again high calibre and a decision is taken to abort the restart. The queue gets moving fairly quickly and in a little while it is our turn. We approach with some speed, and we are on our way, what brilliant section it is, we clean it and are soon driving out. Ilsington Parish Hall, we sign in with a happy band of marshals, Alan treats me to a bacon roll and coffee and then to round it off a yummy piece of chocolate cake. We talk to some of the villagers running the snacking operation, as always, they are so enthusiastic, it does give you faith in humanity.

Then it's the queue for Simms, as I had got out of the car at the Parish Hall, I had remarked how good it was that it was not raining, Alan berated me for mentioning it and obviously it then started to rain and was now continuing as we crept down the hill to the start. As we viewed the start, we saw some disappear up the hill not to be seen again and others return for the escape route, how was it going to be for us? I realise I have been worrying about this section for some days, I had not got this far in previous Exeter's in the car, I cannot remember it from bike days, I had got up it during the John Aley, but it was dry then, now with the pressure of a clean sheet will this be our downfall?

There are spectators either coming back up the hill or descending to view, this is obviously such draw locally, we chat to many of them and it is plain that many are not motoring enthusiasts, but they are all positive about the event and want to know about the "strange" little car. An elegant willowy lady and her husband approach, they ask about the car etc, etc, she then produces a sprig of holly with berries and asks if she can put it on the car, we are delighted and

agree, she sticks it in the towing strop that runs over the bonnet.

All of a sudden it is our turn to go, Dave Haizelden is the chief marshal and the officials listed are like a who's who of the trial's world, even more pressure not to fail! One of the possible bonus points with the Coates is the gear situation, it only has a three-speed box, there is a fairly big jump between 1st and 2nd, so far I have yet to find a section I can pull second gear in, so it is always 1st! No chance of afterwards wondering if another gear would have made a difference. So, off we go, I try to go as quickly as possible around the right-hand bend before the section in order to keep the speed up, the restarts that we thankfully do not have to do are around the corner and we cruise through them. The engine is revving well, it is important to keep the power on with the little engine and I try not to back off even momentarily.

I have in the past studied the YouTube videos to work out the most successful line, advice from someone at Crealy is to go for the middle, but I am still not sure how to approach the hill, the important thing is to keep going, I do go for the middle line and it can be seen from the Peter Browne photo that I do have both front wheels off the ground at one point. As a class 2 I only have to get to the A boards to claim a clear but I want to get to the top, all of a sudden, we are the Ends boards, to say I am elated is an understatement, Nigel Cowling is with the team at the top, he comes to the car holds out his hand and says "well done Roger", I am so emotional I just grab his arm and hold it, for once in my life I am speechless but delighted.

I have been told by some spectating that the climb was smooth and controlled, it did not seem like that in the car, it felt all over the place, but I achieved a climb in that most testing of hills. I am convinced that the sprig of

holly was a contributing factor to our ascent and the sprig will be retained on the front of the car until it rots away!

It's then a short drive to Tippley, again I cannot remember the section from before, I may not have done it in bike years, we are behind a few class 5 cars and although we cannot see the section none of them seem to climb and all come back for the escape route, this causes some concern. Our turn to go, I just go for it, it seems we get through the early sticky bit ok and are then onto the rocky path, not knowing what to expect I try to keep it going fairly quickly, there is a bit of bouncing about and the front end is up some of the time, we seem to be going from side to side in the track but we are keeping going, then the front wheels are up in the air, we come down with an enormous and ominous bang, all I can think of is that I have broken the 85 plus years old Austin Seven chassis, we carry on to the end of the section without stopping.

Subsequently driving to the next section, I am looking at the offside front wheel which I can see clearly due to the skinny cycle wings, it is running out of true by about half an inch plus (12 mm for our younger readers), we decide not to change it for the last section. Then we are at Slippery Sam, the last section and we are still clean, I can vaguely remember the section, it is used in other events, we approach with trepidation, caution but still go for it, we clean it, we are delighted if the marshals all agree with our thoughts after sign off, we have a gold!

The nine miles to the Passage House seem the longest part of the trial, the rain is stinging our faces, I cannot keep the goggles on because they are steaming up but eventually, we are there, it is all over successfully, tiredness sets in. We drive to the Premier Inn and it's a shower and a sleep for me, still trying to warm up as I

got cold towards the end, Alan as ever needs no sleep and is back to the Passage House for a couple of well-deserved beers.

I get there in time for the supper, which has been brilliantly organised by I think Jenny Vowden. We sit on a table with Kevin Lindsay and Alison and Sam Lindsay and his passenger VW expert Edward Faux, also present are others whose names I cannot recall (apologies) and a pair of sidecar exponents (bravest of the brave or alternately maddest of the mad!)

Jonathan Laver gives a brilliant speech and presents various awards, his speech is well received I think by all, of note is his acceptance and honesty regarding issues with previous events and what will be done to ensure they do not reoccur. I muse to myself what a wonderful world we inhabit (the Trials part of it), no sponsorship, protests are to the best of my knowledge a rarity, just enthusiasts with a wide range of vehicles, each of the vehicles having some idiosyncrasies thought up by the owner.

I cannot help but think of something I have read recently regarding Formula 1, evidently the Mercedes Team were expecting some grief at the last race and thought they may have to protest. In order to be ready for this they took a high-profile QC with them, Ruth in a previous life often had to instruct

barristers and I asked how much she thought a QC might charge for his services, her thoughts are that £1500 is probably a minimum plus expenses. I reckon the QC would have been with the team for 3 days, would have charged 24 hours a day, so that would come to £108,000 plus 5-star accommodation, 1st class travel, meals etc, so say £500,000, ridiculous, we could probably have funded every competitor at the Exeter for that amount of money and paid all the marshals!

And Team Inappropriate, I think I have gold, Matt has done brilliantly and thinks he has a Silver unfortunately Lee who was clean up the point of the diff failure is out of the running, so we have failed in our quest.

All three of us have entered the Lands' End and have the team entry in, I am also under pressure as I am in with a chance of a Triple after good runs in the Edinburgh and Exeter, what pressure!!!!!!!

Finally, thanks to anybody who assisted with the organisation of the event in any way at all, I think it was the most enjoyable event I have competed in, brilliant, everything flowed from the moment we arrived, through the event, the MCC supper and finally the chat with various competitors staying at the Premier Inn before we left for home Sunday.

2022 Exeter - a trial and tribulation (Class 8 isn't it great!) by Nigel Jones

It's now common knowledge that I've progressed(?) into Class 8 with the Kraken. However, having a capable trials car does not necessarily produce a capable trials driver as I'm discovering.

Our first event last autumn was the Exmoor. My performance was pathetic. Class 8 driving is so different to the driving style of other classes. Then came the John Aley which boosted my confidence with a clean sheet and Class award. Next was the Edinburgh where we retired, breaking a rose joint after the Section Ends board on Corkscrew. This was my first and probably last time on the hill. It's a car wrecker. Then the Allen which tested both the car and me!

It was getting tougher, but I was looking forward to the Exeter positively.

4 weeks before the Trial, I went down with a filthy cold. I flow tested and eventually went for a PCR test. It was negative. After 5 days I wasn't improving and managed to get an appointment to see a Nurse as I was concerned about past pneumonia. She advised it was a virus and I should be better within 2 weeks. She was right, though this would be just 1 week before the event. During these countdown days I had been religiously following the long-range forecast. All the signs pointed to a dry event which was good because we don't have a roof!

2 weeks before the event, my wife (No 2 navigator) caught my filthy cold. Then with just 4 days to go, Dave Hunt (No 1 navigator) phoned me to say he felt terrible and to put Jane on standby ah! I was fast running out of options.

The terrible and to put Jane on standby weather forecast had caught a cold too and now predicted wet weather! Finding someone to navigate all night and the following day in a roofless, heater-less car on a very cold, probably quite wet night in January is a task in itself! Who could I ask? Who would be mad enough?

Enter Lee Peck (Kraken builder), who took about 2 seconds to agree. It disturbed me a little that he hesitated for so long, but at 1115pm we left the hotel and Finish venue for the Start at Haynes. It was going to be a great event and we would accept nothing but Gold (honest).

The run through the night was relatively kind and mostly dry but cold. Windwhistle, Underdown and Gatcombe Lane passed without issue, and we reached the first of what I consider to be the serious stuff. I worry about

Normans Hump and Clinton, even though it's a long time since I've actually failed either. Seeing the Jeep jacked up and under diff repair didn't help either. It must be the dark and watching out for wild animals in the woods! Clinton seems to get rougher every time, but careful placing on the Restart saw us "Clean" and out of trouble.

I really don't like anything about Crealy Park. It's the sort of place I go out of my way to avoid normally. However, after a night in an open-topped car their sausages tasted better than ever and different. However, I do miss the meerkats.

I'd like to say that the weather improved after breakfast and that I needed my sunglasses, but I didn't. Tillerton (I hate it) surprisingly gave no serious issues and we pushed on. So far, the timing during the event had been excellent and we were almost bang on time despite the odd short holdup. We arrived at Fingle Bridge and went straight onto the hill. I don't remember ever doing this before and full marks must go to the organisers.

Fingle is certainly showing signs of erosion and is surprisingly rough in places, though we sailed up it easily. The long exit track is becoming more challenging too. As we avoided a stricken BGT I failed to notice a tall-ish rock outcrop in the track. Avoiding the MG, I caught the rocks with the rear wishbone and snapped a rose joint (since modified and strengthened).

We were now blocking the track with a broken car that wanted to go everywhere but where we needed it. At that moment, some spectators were walking down the hill with their kids and witnessed me fall heavily as my feet slid from under me. The car almost rolled over me as Lee and I struggled to hold it. They rushed to help and being qualified "First Aiders" were keen to give me the once over!

"Did I need an ambulance; we'll take you to hospital" I declined saying I was fine (but I wasn't). The reality was that I had either cracked or broken a rib and was in a fair amount of pain and still am some weeks later, but the Trial had to go on! They stayed and helped us, enjoying being part of the action (or rather inaction).

By the time we left, they intended getting a car of their own to compete and had decided to go to Simms to see us climb the hill. Oh joy, no pressure then! However, after our chat about trials whilst Lee worked on the car and I grimaced with pain, I was glad that they seemed genuinely keen to have a go. I hope they achieve it.

Lee had performed corrective surgery (on the car!) and we hadn't lost too much time, so we were still in the race!

Wooston was cleaned and we moved to Islington. It was raining heavily when we attempted Simms from the higher Restart. I wasn't sure we could do it and gingerly let the clutch out to find the grip. It was a struggle, but we cleaned the hill, cheered on by a loud group of First Aiders! I was feeling sore and wet but quietly satisfied. Lee and I had a fist pump at the top!

We were still "Clean" by Slippery Sam and easily saw the top. Gold it was then. The event had been yet another learning curve for my transition into Class 8. The car is very capable, the driver still requires the L plates!

EXETER TRIAL 2022 by Simon Lewis Suzuki X90

We enjoyed half of it....

Despite first taking part in MCC trials in 2019 this year was our debut on the Exeter. Car trouble and Covid have prevented us before so there was an extra buzz of excitement as we set off from Haynes Motor Museum in the wee small hours, our lowly starting number promising rather more daylight sections than most of the entry. But we didn't quite make it to daylight.

On spookily empty roads we encountered few other crews through Crewkerne and Chard and it wasn't until we turned off the road for Underdown that we saw more than one or two other competitors up ahead. And suddenly there were cars everywhere. The queue down at the bottom of that long winding approach road was fairly substantial. It was raining now, and the section was clearly stopping people. It took half an hour to find out why. It was certainly a slippery section, but it was good fun,

blasting back up through the trees with tight hairpin bends suddenly appearing in our headlights and ghostly tree branches whisking past the windscreen.

Dave Cook was stood by his car parked on the exit road and took a photo of us as we passed. This turned out to be the only photo I've so far seen of us actually *moving* on the event!

Back out on the road and having checked in at the Musbury Garage passage control, where the petrol station shop must have been doing record business for a Saturday, let alone at 5am in January, it was all going to plan until we got into the woods and lined up for Norman's Hump. Another substantial line of cars lay ahead, not moving very much and the occasional Honda moped filtered back through the line after failing the section. I switched off the engine. When it was time to restart it was clear we were in big trouble. The battery was almost dead.

Luckily, we were on a downward slope and the Suzuki bump-started in the old-fashioned way but there was red battery



Musbury Garage
(Photo by Simon Lewis)

I suggested to Charlotte that if we failed two more and lost any chance of a medal we'd retire and save what remained of the battery power for the run home. Such optimism!

An hour later, having cleaned Stretes and completed the Core

warning light shining brightly. A quick check under the bonnet confirmed the alternator belt was still tight so it must be something rather less easily fixed. We were still running but there was another hundred odd miles left to go and several hours before we could switch off the headlights.

Norman's Hump was a bit of a revelation. It doesn't look THAT steep on any of the YouTube videos I have watched! We cleaned it but it was no cake walk. There was an even longer queue for Clinton and this time I couldn't switch off. If I held the throttle at 1100rpm the red light dimmed to a faint glow. Would this save our bacon?

My passenger, teenage daughter Charlotte, took the opportunity of half an hour's sleep and I sat there with my right foot slowly going to sleep too as it hovered lightly on the throttle.

Finally, we got to the start and it was all going well until we bounced up towards the restart. Class 90 didn't actually do the restart ...but the car seemed unaware of that and bounced to a halt in the middle of the box and in the full glare of the floodlights. There it spun it's wheels up and we all but disappeared in an acrid cloud of rubber smoke. There was much energetic bouncing. It didn't work. That was the end of any hope of a Gold. On the way back out of the woods

Hill test, the windscreen wipers slowed and stopped. Then the lights dimmed and went out completely. We were following another car at this point, negotiating those horrendous storm drains that looked like they could swallow an X90 whole by following the taillights ahead in an effort to find a safe place to park up. Then the engine stopped too. Writing that reminds me of seeing a documentary when I was a child about sailor Claire Francis. Exhausted, she recounted to camera a succession of disasters that were plaguing her transatlantic voyage and ended with the line "and last night I lost the toilet..."

Our main issue now: we were about to block the road. Luckily a handy farm gateway appeared in the early dawn gloom. We almost managed to coast into this, but the last few yards were (naturally) uphill. Luckily a following crew, Jim Forsyth & Paul Coleman, kindly helped us push it the last few yards so it wasn't in anyone's way.

And that was it. We finished the event watching the daylight slowly creep over the hedgerow as we waited for a recovery truck. We were home by lunchtime. Even so it had been a very enjoyable adventure up to the point where we stopped. And we still haven't had a go at Simms... Hopefully next year!

Exeter Trial. Tits on fire!! by Kathy Martin

What a trial! Thank you thank you thank you to every single person who was involved in running yet again, another fabulous time away with the bike. With a tooth abscess being furnished with antibiotics there was hope that the pain would ease, especially with a full-face lid to wear that squashes my chops. Humphrey was pulled out to have his prep. This time his battery was sluggish. I'd bought the best battery on the market for him a few years ago, but all good things come to an end, I guess. Humphrey doesn't have a kick start, so his battery being mint is very important. Of course, without hesitation, he was fitted with a new one.

I was offered a lift to the start and my son, and his mates took my van to the finish venue for me. I felt like princess as I'm not used to people doing things for me. So, with Humphrey flying through scrutineering and a bit of a chat with those marshals, inside Haynes next to make myself known at the start desk. I could have pulled up a chair and yapped for ages. What a fab couple of gents they were, highly entertaining, oh and thank you for the badge too.

Concerned that I hadn't seen Phil Sanders at the start I had a look in the dark for his bike. With the bike located it was just a case of finding the fella. And wow. Like a great big orange jelly baby along he strolled, with that casual, confident stride of his and the lead tone of "alright Kath, you ready?" I felt at home, happy, and hell yeah, I was definitely ready. It was shortly after 1am and we are away, on another whirlwind adventure.

Riding on well inflated tyres I can see lights ahead. It's section 1 and there is

no queue. So, it's up to the start line and Phil says "Restart Kath" ... an element of panic sets in. "But Phil I haven't done my tyres" "You don't need to yet" he replied. Perhaps I displayed more of a confused face than normal, as the start Marshall echoed and confirmed what Phil had just told me. "It's tarmac". Me and my memory. Phil had already said we won't be sorting the tyres until after the test. I had heard him but didn't understand why. Now I knew.

Soon enough we dropped into the wood for the start of the second section. Now it was time to lower the tyre pressures. Always a worry going too low. I was pressing the deflate button on my gauge and although there was sound of the air coming out, oh and that smell, the numbers weren't going down. I was confused. So, I took the gauge off the tyre, set it to zero and yes ... it had let too much air out (which reminds me, I must order a new one). Typical of me. One simple job and I can't even get that done right. Phil says "Kath sit on the bike" so I did. He said "That looks fine that" I didn't know what to do. Gauge says it's low. But I believe Phil's judgement

So off we set. I spend a lot of the trial stood up on the pegs adding caution when changing direction, worried about the tyre moving from its rim. I bottled it when letting air out of the front. So, I had the bike set up with too much air in the front, and lower than I'd like in the rear, but with an inaccurate gauge, who knew what was actually in there. Downhill we go, down through the wood following another competitor who was making hard work of it by going very steady indeed. But with two guys further ahead of him there was little point in passing.

This section was a butt clencher. Following a tyre track into a corner of larger loose stone, with low twiggy overhanging branches there was only

Exeter Trial on Simms

*Photos by
Duncan
Stephens*



John Young &
John Hind,
Yamaha XT600



Adam
Clements,
Honda C90



Exeter Trial on Simms

*Photos by
Duncan
Stephens*

Emma Wall &
Kelly Thomas,
Cannon Sports



Hughie
Dynamite
Walker &
Angus Croft,
Austin 7



Winston &
Patrick Teague,
MG Midget

Clee Hills Trial on Longville

Photos by Peter McFadyen

Kevin Stannard,
Gas Gas Pampera



Charlie Knifton & Martin Freeman,
VW Scorpion

Nigel Jones & David Hunt,
MG Kraken Spl



Matt Johnson & Emma Wall,
Troll TE6 7

Clee Hills Trial on Longville

Photos by Peter McFadyen

Dave Middleditch & Dave Richards,
Dutton Phaeton



Phillp & Tom Aubrey,
Dutton Melos

one thing to do. Dip your head, close your eyes, curl the right hand back and hold on tight. It worked. Took a bit of a whipping, but we liked that. With a great big smile, I rode out of the wood, through some puddles and up to the large exit area where Phil is patiently waiting. "That were good Kath". Yes, I agreed, now we are back trialling.

When we left this section, I was cold. Aha! Eureka moment. I remember putting a hand warmer in my pocket to use if needed. I had a good idea. I know, I will drop it down my bra. That will keep the cold air off my chest and keep me warm from the core out. Sounded sensible enough to me. Upon leaving Musbury Garage Passage Control that is exactly what I did. And I couldn't have done a more stupid thing. It was nice initially. But then, the burn.

Firstly it burnt my right boob. Omg, I tried to get it out, but I couldn't. I unzipped the waterproof, the fake belstaff unzipped itself. I then tried to molest my way down under my jumper, race jersey and onto the tee shirt. Fumbling around with my chunky sealskin gloves wasn't easy. For a moment I thought I was in. But then I hit the area of chastity, well while competing. I remember I'd put my new thermal top on back to front. Honestly, you buy a thermal to keep you warm. But the neck on ladies' thermals is as low as ya nipples. (Well maybe not as low as some ladies' nipples, but that'd depend on their age!) Where was I, Oh yeah, what's that all about. So, I'd put the thermal top on back to front, as its purpose was to assist with riding into the cold. It was strangling me, but I had chosen to ignore that small inconvenience to outweigh its potential benefit during the night. Trying to do this while riding at the same time defeated me. Stood up on the pegs I started shaking my shoulders side to side to try and move the burning little buggar. Oh, it took ages, but I did

succeed. Now it was hugging my left boob and getting warmer. Perhaps the main heat had left it and I'd be able to ignore it. Nope, again it was burning.

But into Gatcombe Lane we turn, with my attention focusing onto the purpose of the morning, I ignore the burn. Out of the lane and up the road we go, quickly arriving at Normans Hump. I pull up and watch a friend ahead take an unusual foot and fail the section even before the first corner. Humm, I didn't expect to see that happen. So, it was race face on and pull ya determined socks up Norman, I'm about to ride your Hump. With my tits on fire, too much air in the front tyre, off the start we go, and Humphrey pushes us around the first right hand corner. The front makes contact with the bank as it bounced like a pogo stick off the loose stone to slip just a tad on the mud. I was surprised I had such little control as we bounced off my intended line on the left. Humphrey's rear followed his bouncing front end into the rut on the right and I grit my teeth. What's going on? Now my tooth abcess is also paining. But I'm buggered if I am going to fail this. Come on Humphrey, climb! Hec there's the restart..... "Stop Humphrey", compose oneself... Go again. Poor bike must be thinking "make ya mind up love".

Accepting, no, that's the wrong word. Tolerating small areas of pain, I head back into the wood, passing fellow competitors onto Clinton. By now the left boob was numb. Perhaps the heat pad had numbed it, or I'd rather hoped it had lost its heat. But I didn't feel like I had to sort it. So away again. And again, I didn't feel in charge of my steel. If my memory is right, Clinton was rough, stoney and a challenge. I had seen the lights of a bike before me fail the section, so my anticipation was at its height. I was already wired and popping the odd jelly baby down the hatch. Well it was around 4ish in the morning, and I wasn't in the mood to fail.

While riding down to Passaford Lane, it was more dug out than I remember, and overgrown. We leave the start and it was slippery. I sit tight and hope for a successful outcome. But then I see a restart box and get that sinking feeling in my stomach. Was I to stop or not.... I had an argument with myself and decide no, crack on. Thankfully that was the right decision.

Crealy was a welcome stop, and once Humphrey had had his oil topped up and his personal parts lubed up, I certainly had a banquet. I'd not eaten much the day before the trial as the antibiotics were hurting my stomach. But now I was hungry. It felt wrong me stuffing my face while Phil ate one banana! Leaving Crealy and hearing that Kingswell was cancelled was welcome. Only because I couldn't remember when I had last had my tetanus! Ha, Ha. Just rather a lot of poo up there, just a comment, not a complaint.

Arriving at Tillerton I had a good chat with the start marshal about this and that and he happily woke me up. There were no bikes waiting. So, after Phil went, it was my turn. Fab section, even though I have no recollection of what it was like. But I do remember the smile I had afterwards. With the swaying left to right around the Fingle corners, waving at a lovely little lad as we pass him, we were soon out of the top and happy once again.

The queue for Wooston was immense. Listening to the bikes ahead, it sounded like Wooston was being difficult. I was kind of dreading it. The more that were struggling and the time it was taking the bikes, I decided I was gonna boss Humphrey! I knew the exit was left at a white rock. If it was slippery I was concerned about the lack of front-end grip while turning left, just because I had too much air in the front. But Humphrey had got us this far, so was it really a problem? How much mud was going to be there, would it be loose, holding,

mushy, deep, a rut maybe (hopefully), any grip to the bottom or were there lots of leaves to spice it up. There were plenty of leaves around the start area. OMG why was I talking myself out of it. Well, that was simple. Too much time to think about it! But I knew one thing. I was going to try my hardest not to fail. I have spun out on the section before, maybe even fallen off. But that was when it went up past the white rock. You see, that's the problem with me. I was overthinking. So, I got to the start line. And told myself to just ride the bike. And sure enough, the bike just did his thing for me. So, so happy at the top as yes, it was slippery on the corner at the white road. A sweet little ride out of the wood, and back to the adventure. Eric Stanley wasn't there, one of the marshals, I hope all is good with him.

With a ride to Simms next, Phil suggests I lead for a bit. Surprisingly I didn't go wrong, right until Islington where I take a left, look back over my shoulder to see Phil turn right. What a donut at the last moment. We park up and with Phil making a quick chain adjustment and me lubing up some of Humphrey's moving parts, into the hall we go. The welcome by the ladies at the desk was as perfect as the whole trial had been. They advise us that we don't need to stop for 30 minutes if we didn't want to. But there was no way we were missing out on the delicious cake and a coffee.

Yes, as always, we got chatting to a local. He had just returned from Simms hill and told Phil and I that there were about 30 bikes in the queue down there. I look at Phil and suggest cake. He nods back at me. Perfect. The guy we chatted to had a tiny dog, and again, just like the Edinburgh, he had moved to the village from London area. However, he was keen to fit in, loved his village and who knows, one day we may see him on an MCC trial. At the village hall there's a few faces I recognise. Al Ranger, Marie and family had arrived early to have a chat which was ace. Guys if you need

trials tyres give Al at Endurotyres.com a call. He's on Facebook and has been a fantastic sponsor to my son for many years, I have much gratitude and can highly recommend him. He was waiting for his son Lewis Ranger to arrive with his car. Running at the back of the trial, Lewis kept pushing to stay ahead of the course closing car.

Soon we kit back up and head on downhill to the legendary Simms. Wow how well Dave and his team had prepped it. But I still kept those big pants firmly on. With my face throbbing as the choc cake sugar re-energises my toothache I thought, "argh let's just get up here". Delighted once again, the little red rascal plodded his way up over for us. Feeling alert, we headed down the fun lane to Tipley. Ace, no one was there. Phil goes straight into the section. I'm thinking, "this couldn't be better, get straight on while the adrenaline is still flowing". The start marshal turns to me and says, "Turn your bike off". There is a horse rider at the top who wants to make their way down. Really? Bring a horse down there? Now I have ridden horses all my life and there's no way I'd ask my horse to carry me down there. I'd consider it too slippery, or perhaps I mother mine too much. Oh (swearword) sprang to mind. Not only did I feel a fellow horse rider was perhaps being difficult, as there are plenty of other roads to ride on in that area. But selfishly my blood was slowing, and ideally being straight into the section would have been better. Yeah, I was overthinking it again.

However, I never saw this horse. And we never got to hear where it actually went. But I had the green light, and it was go go go. How many low branches? I felt like I was trotting on my horse. On and off the seat, up and down, ducking from the low branches It was either that or ride an unsavoury line in the gully. Yaayyy, we were up. Now just Slippery Sam to find. I must say, the route was perfect, well-done Team and thanks.

Sam, hmm, this section. All I can remember is its either left or right at the re start. I'm thinking left. So, I'm riding up through reminding myself firstly to stop, and secondly to stop on the left, maybe. But when I get to the Restart, I'm a tad confused. The lump, or hole that I thought I remembered wasn't there! Nice and easy and into a right hander. Yippy, we are almost done, I started screaming with excitement. I heard a man's voice yell at me "concentrate Kathy". Now that's a skillset I tend to struggle with, and now I am riding the section wondering, who was that?

At the summit Phil looks at me and says, "That were a bloody good trial". I agree, although I did find it a challenge at times, which of course is good. Listening to people at the meal in the evening, it sounded like there were many cleans. I think I will have to up my game as I genuinely found maybe four sections a question.

The Exeter was finished off with Phil and his wife Paula with a lush meal in the Passage House Hotel. Always over too quickly, I found myself ordering a taxi to get back to the Premier Inn. Oh, and yes, I had second degree burns to my left boob, which proved to be a problem for a week. Amusingly the blister was in the shape of a heart, which made me smile, as I absolutely loved the 2022 Exeter Trial, and took home a memory formerly of a blister and latterly into a scar, that reminds me of the trial every day.

Only 63 days (as I write) and counting until The Land's End Trial '22, can't freaking wait :) K & H X

PDQ MOT




Unit 5
107 Summerway
Exeter
EX4 8DP
01392 460777

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



PROCARE GARAGE SERVICES

CAR SERVICING

Unit 3
107 Summerway
Exeter
EX4 8DP
01392 460055

8.30am - 5pm MON-FRI



Clee Hills Trial January 2022 in an X90 by Brian Hampson

Ludlow is a fair old distance from Exmouth where we live and although I was keen to enter the Clee Hills for the first time, I didn't relish the thought of driving my fairly noisy (and not particularly comfortable) X90 the 180 miles to the event. But talking it over with a farmer friend, he offered to lend me his trailer, which he was certain would carry an X90 easily! This seemed like a good plan, as Pam my wife, could come along, (she won't go in the trials car), but wanted to explore Ludlow.

So, two nights were booked at the Travelodge and the plan was coming together for a nice weekend away in Shropshire. Passenger for the trial was to be an old friend from Rochdale (we were apprentices together in Luton in 1969) and he'd also bring his wife, so the girls could go exploring together whilst we did the trial. I collected the trailer on the Friday and just squeezed the X90 onto it backwards, (with about an inch to spare), ready for the morning.

There was clearly some serious weight on the towbar, as the tow car was looking a little down at the back. I contemplated this overnight and first thing in the morning turned the car around on the trailer – it still had plenty of weight on the towbar, but the tow car looked more level.

Off we went and it was very quickly clear that there was some doubt as to who was in control – the trailer or me! So, another turnaround before we got to the M5 and whilst there was more weight than I wanted on the tow bar, at least it towed well!

A pleasant evening in the Squirrel pub start venue, a good night's sleep and fresh for the day's adventure into the unknown!

The weather had been dry for a couple of weeks and it stayed that way throughout the day. There were what looked like some fairly high minimum tyre pressure limits (15 & 18psi) in the Route Book, but clearly the organisers knew what they were doing as they worked well and helped us avoid punctures – although others were not so fortunate!

We usually make notes after a section to help 'aging brains' remember them for next time and whilst Harton Wood (min 15psi) was a fairly gentle start and seemed to be cleaned by the majority, a few got stuck at the 6.

The note that my passenger made after Heywood Common (min 10psi) was "Bl-dy Rough"! We met Rob Holden's Dad Mike walking back down the section to collect the rear bumper from their BMW which they had pulled off on the way up. This was also the point at which they retired, as the heater matrix had sprung a huge leak and they risked cooking the engine. Also at the top were Ian and Linda Facey who had collected three punctures with their Z3 on the first two sections and unfortunately that changed their day's sport into one of spectating, after getting the car back to the finish.

Coats Wood was restricted to just the bikes, Reliant Robin and Class 8, which looking at the results was a tricky section, with everything from cleans to double figure scores. Unfortunately, it saw retirements from John Kenny on his Beta and Brian Partridge in his Cannon.

Longville (min 15psi) was exciting with the steep exit (should be some good photos), but the restart clearly hurt class 8, with only Paul and Charlie Merson and Stewart Green going clean. Several other classes also stopped at that point.

Now Easthope 1 (no min psi) certainly added to several scorecards, particularly in Class 5 due to the deep

ruts, whereas the Class 90 ground clearance was a definite advantage!

Ippikins Rock (min 18psi) with its sharp slippery hairpin only troubled a handful across Classes 2,5,7 & 90.

The Jenny Wind (no min psi) boosted every car's score, with only most of the bikes managing to clean it. Matt Johnston (Troll) and Charlie Knifton (Scorpion) got a 1, but Nick Deacon in his X90 got to the 2 with a spirited climb. This started our scoring with a 4 – maybe we'll be braver on the tyre pressures next time!

Harley Bank 1 was for the bikes and Classes 7 & 8 only and was clearly challenging from the results. Fortunately, Classes 2-6 & 90 got the easier option of Harley Bank 2 (min 15psi) which troubled no one!

Classes 2 and 90 didn't get to attempt Meadowley Wood, so I've no first-hand knowledge, but from the results it was clearly challenging for both bikes, Reliant and cars. It also marked the retirement of Charlie Merson's Ford Special with clutch troubles, plus Stewart Greens Gruffalo and Mark Sandford's Sylva.

Now Hungerford Steps (min 18psi) which I understand has been 'graded' in recent times, was an exciting run up over the rocks and only troubled a handful of bikes and cars, although I see from the results that Nickolas Aldridge (Smart Roadster) and Steve Kingstone (MG Midget) both retired having cleaned it.

Abdon Liberty (no min psi) was very slippery and again begged the 'how brave' question on tyre pressures? We watched Nick Deacon storm up to the 1, which considering that only a handful of Class 8 had cleaned it, had to be the climb of the day. I was disappointed to add 5 to our total, but having looked at

the results across the Classes, it was very respectable!

And finally, to Flounders Folly (no min psi) and never having seen it before, we went safe on the tyres – should have gone lower! We added a 6 to our total whilst Nick Deacon climbed to the 2 – only five of the Class 8's going clean. It added to a couple of the bike scores, but every single car score, bar the five Class 8s.

Overall winner on 2 wheels was Kev Stannard (GasGas Pampera) who cleaned every section.

Class winners were Rick Lees A/C combined, Ian Thompson B1, Andy Foot B2.

Overall winner on 4 wheels was Paul Merson (Shopland) who dropped 2 all day.

Class winners were:

8 Charlie Knifton (Scorpion),
7 Richard Houlgate (Marlin),
5 George Houghton (Dellow),
4/3 combined Sam Holmes (Beetle),
2 Roger Ashby (Kent) (Coates Orthoptera),
90 Nick Deacon
& 0 Michael Dorsett (X90).

Best VSCC was Joe Stollery with his beautiful Wolsley Hornet.

No Class 1 or 6 entrants started.

We really enjoyed the day – the organisation by The Midland Automobile Club was excellent. Thanks to all the marshals who turned out and who were both informative and in good humour. It was nice to finish in daylight and the Squirrel was a great start/finish venue.

Clee Hills and a depleted Team Inappropriate

As I write this, having made some quick notes after the event I realise I cannot recall the rushed preparation that went before. I know I was in the garage for days repairing whatever had broken/needed adjusting from the previous escapade.

I vaguely remember brakes being apart and rear hubs removed over lubrication concerns, a real pain on these old semi floating Ford axles, where the hub is retained on a taper on the half shaft.

Alan Wibberley can make the event, so we arrange to leave at midday on the Saturday, we are staying at the Travelodge and intend to meet up with team members/friends/all and sundry.

Alan has let me know that he may be a bit late as an older guy who wants to get into off roading/trail riding is coming to look at a bike he has for sale, after numerous phone calls, photos, explanations re condition he cries off, this does seem to happen a lot. I sometimes think it's easier to chuck stuff on E-Bay and take the hit on the fees rather than get messed about, but on reflection you still have to deal with all those inane questions from those who never put in a bid.

We journey from Kent is ok, we get the room, again ok but the bed for Alan is a bit naff, we clean up and go to see who is in the Squirrel, lots of old faces and we engage in numerous conversations about all sorts of car/bike related topics.

Someone has booked a table and we end up with Lee Peck, Brian Partridge, Lee Sample and his daughter Lily, great to see younger people involved, not sure how she endures an evening of "anorakism" but she copes.

There is no team class so Team Inappropriate is reduced to a team social, this is greatly enjoyed by all, we are represented by Lee in the Ranger, myself and Pete and Carlie Hart who are officiating at Harley Bank 1, so the team is at the event in spirit if not running in a class.

All of a sudden it is event time Sunday; we have a glorious breakfast; Lily is making numerous notes and colour coding's to the route card and all of a sudden, we are off.

Hatton Wood, roots on a camber at start with a slight turn, I remember this from previously, Alan and I discuss the line to go for, a bit academic really as the Coates quite often goes where it wants to, exactly what happens and we go over the roots at the start sideways, we have a worrying moment where we lose grip, but the old 1172 engine just digs in and off we go.

Heywood Common, we get a preferential start, there is a sharp right turn fairly slippery immediately after the start, at the start we get to car over as far to the left as we can. With some trepidation we pull away trying to get both grip and acceleration for the steep hill that follows, it all goes to plan, and we are off up the hill, and the little car just chugs on.

At Coates Farm we first have the special test, as usual I am confused by the test and Alan patiently takes me through it, we are still going for accuracy not speed, we successfully complete the test but when I look at the results, I have taken some 6 seconds longer than others, note to self "go quicker"!

We sit in a queue for Coates Wood and watch as any number of cars can only get a few feet beyond the start boards, although a class 8 seems to get away and make it into the woods out of sight. Simon Woodhall makes the sensible decision to cancel the section and we



Roger Ashby &
Alan Wibberley,
Coates Orthoptera

Cotswold Clouds Trial on Crooked Mustard

*Photos by
Dave Cook*

Ed Wells & Trevor
Moffat,
Dutton Melos



Ian Davis,
VW Buggy

head of to the next one. It appears that some of the class 8s that make it into the woods are then getting stuck in the woods, the Land Rover despatched to pull them out trashes the start so that no one can get going, well the area had had excessive rain just before the event, shame I reckon we could have got into the woods but not sure what would then have happened.

Then to Longville, a stony track with a sharp bend, it causes no problem, and we enjoy the big bump at the end.

Easthope is described as graded mud, deep ruts, I remember it from a previous Clee, when I got nowhere, to succeed we have to find grip at the start but build up speed quickly, amazingly this happens, and we romp through the section.

Ippikins Rock, I cannot remember the section but think it was a steep path with rocks, we seem not to have had a problem.

We get to Jenny Wind. I know this has caused problems for me in the past. There is a very narrow entrance gate followed by sharp left turn then a steep climb on mud with roots. We watch a number of fellow competitors who come to grief at the start and stop whilst we can still see them. Brian Hampson in the supercharged X90 is in front, he gets off the line with the engine screaming, which it continues to as we can hear him but cannot see, looking at the results he scores 4, very impressive in this vehicle, his persistent development is paying off. Its our turn we make as much advantage as we can of positioning at the start, we go for it, we make the turn and as they say "give it the beans", we find grip, we accelerate and we are climbing reasonably still trying to accelerate whilst maintain traction, we spin out at 3, the marshal is enthusiastic and tells us how well we have done evidently very few cars are getting this far.

Now running in class 2 we do not attempt Harley Bank 1 but go straight to Harley Bank 2. We are both amused by the instructions in the route card: - "quite steep, low powered cars need to be driven with "enthusiasm"". Yea right, lets go for it, we are off the line OK and the little engine is buzzing, I have often wondered what rpm the engine is doing when we are really going for it. Bearing in mind this is a 60 plus year old engine from a very humble bottom of the range vehicle (Ford 100E Prefect/Anglia), on sections I have never had the opportunity to check this as I am too busy trying to point in the right direction, towards the end of this section I check the electronic rev counter and it is steady at 5500 rpm and feels like it has more to give. Back home I check out the books "Cassell book of the Ford New Prefect" and the Phillip Smith "Ford 10 Competition Engine", they both quote 36 BHP at 4500 rpm and the latter suggests a very hot camshaft to get near 6000 rpm. I must have got this engine about right when I put it together!

Then to Hungerford Steps, I love the description from the route card, "deep ruts after "continues" board which require commitment". We queue in the road, we happily chat to the marshal who as all the marshals at these events are the cheerful backbone of our sport, I always try to thank them all but just in case I missed anybody, many thanks for all you do.

The Steps is an awesome section, I have been successful before, but I am not complacent, we give "commitment" and we get through it, we are laughing as we go over the crest at the end's boards, I am sure there were more large rocks the last time I did it, maybe I am mistaken. Off and up the lane we meet three lads on huge adventure trail bikes they move to the side for us, but these bikes are big and difficult to move easily, we advise them of the section and hope they get through ok.

At Abdon Liberty there is small queue, we watch as a few cars struggle to get grip just after the start, we then realise there is a drone above, if it's supportive what a good idea. At this point we have only lost 3 marks, the pressure is on, we get the "Go" and we find grip, this is a clever, hard section, we bounce all over the place we maintain grip and speed as far as the 6 markers when we come to a stop, obviously disappointed but we did what we could. Its not till I study the results I realise how many marks this section took.

We make it to Flounders Folly, the last section, again I do remember it and last time it was a disaster, there is a tight left

after the start and I am sure many of us have watched to YouTube of the 2CV driver and empathised, he just cannot make the turn! We watch the start and there are mixed results, it's our turn we make the short climb come to the left turn and go for it, we maintain traction quite well but cannot accelerate very much, we score 6 and on reflection we are pleased.

It was a wonderful trial, slickly run by marshals who knew what they were doing, the sections were clever and in the main not damaging. I for one will definitely be competing next year all things being equal.

Roger Ashby, Kent not Marlow

Clee Hills Trial 2022 by John Charles

First many thanks to the whole team for an excellent trial and whoever was in charge of the weather! Our journey down to the excellent start venue was only spoilt by the sat nav taking us through Wolverhampton, because of road closures. Some sales person must have a good day, as the place seemed a breeding ground for speed cameras!

After a night's rest and some trepidation, I donned my new all in one AKA fat suit, collected numbers, said hello to people not seen for a long time and after my son eventually got his bacon & egg sandwich, panic we left a few minutes late for the run out to Section 1 HATTON WOOD. This was the first of many sections new to me. 2014 was my first CLEE HILLS.

A stony track with a tricky steep muddy exit for a clean, which always is a good start. With a short 3-mile route passing Ticklerton and towards Church Stretton we arrive at section 2 Haywood Common. Here we are on 18 psi in the Liege, no different from normal as we

have to get below 12 psi to see much deflation. Another stony, muddy track and again we go clean.

We exit avoiding the deep ruts for the drive to section 3, COATS FARM. The Special Test is, first start behind A, stop astride C, reverse forward stop astride C. we did 11 seconds which promotes a blank look from the officials, so not sure if we went wrong - the results will tell.

COATS WOOD is a little further into the farm along a near perfect grass track to a queue with all admiring a "recovery" Land Rover with very aggressive tyres struggling to exit the section start. After some deliberation the next two cars, class 8, were allowed to start behind the line, one made the long climb disappearing in the distance to the wood still apparently on the section, the other car failed. After some deliberation the section was cancelled. Sensibly we were all turned around in order to keep us in the order of arrival.

Passing the remainder of the field doing the Special Test we take the Fails route of shame, the short one and a half miles to section 4, LONGVILLE and I am still waiting for a section I remember from previous Clee Hills. However, we go



John on Longville
(Photo by Peter McFadyen)

Now main roads to petrol and snacks. We decline and continue the nearly 5 miles to. At MEADOWLEY WOOD the control is on the crossroads before descending the narrow lane to the section. Brain fade I did not deflate tyres and am rewarded with an 8 and a long reverse on the muddy tree routed track, where more power would have helped, well that's my excuse.

clear managing the steep exit. Then off down the main road to section 5.

After negotiating the sharp turn off the main road followed by an immediate right hander, we arrive at the old railway track and EASTHOPE, it's muddy rutted and with tree roots, we watch as a MG Midget bottom out followed by a an MGB. We fail only a little further up. Flat out we manage a 3 with a tow out. Here our problems started the mud had filled the front mudguard and the wheel was trying to lock, no amount of poking would completely clear it.

The route divided and we drove on to IPPIKIN'S ROCK, where the hairpin bend presented no problems, and we managed a clean. We tried more mud poking, but the sticks small enough to fit we're not strong enough.

JENNY WIND was next and with more mud not helping we managed an 8, which turned out to be not that bad by comparison with others. The route divided again, and we travel the short distance to HARLEY BANK with a shorter section for class 7, where we have a very disappointing 9. We proceed slowly along the very muddy bridleway passing some walkers. We are now in the centre of 3 cars, so the gate was opened and closed for us, thanks all!

We return up the lane reversing to let a local Land Rover pass. 10 miles on a mixture of A and B roads takes us to the queue for HUNGERFORD STEPS, where I didn't keep the queue compressed and annoyingly an X90 slipped in. The stone slabs presenting no problem and I must admit I did not notice the fallen tree we were warned about. The section continues some distance after ending along muddy tracks.

Re-joining the common route, it is nearly 8 miles to section 11, ABDON LIBERTY. This section changes from mud/stone up round a rutted bend to grass a further bend to the summit, which we didn't make but got a lot further than expected, as we looked on for an early fail, then found grip. 6, I think was our score.

Now the longest run of the day, just short of 12 miles to the final section, FLOUNDER'S FOLLY, here we deflated to 5 lb. I wondered at this point if I was in the same trial as the Teague family in the MGB as the younger one removed his jumper! I was still tucked up in my onesie/fat suit. Cheered on by the spectators we manage 5. The final drive 10 miles to the finish put our numbers in the allocated bin. An excellent trial, glad to be out again and see faces not seen for too long, we load up for home.

What do you carry in your boot....? by Dave Middleditch

I thought I'd put pen to paper on a different subject to 'how the trial went'... to "what do you carry in your boot?" I'm blessed with a pretty reasonable storage space on the Phaeton, but as many of you know, I break down more than most so need to carry a lot of kit. It's come in handy on the last few trials, when on the Edinburgh Bob borrowed the car while I marshalled. He got to the start and found a weeping brake cylinder and fixed it eventually by hammering the pipe flat against the axle. (Now we have not only the hammer, but spare cylinder, spare shoes, mole grips for doing the retaining springs, flaring tool, brake fluid, length of copper tube, nuts and a spare flexi).

It turned out that though being recently changed, the handbrake lever had jumped out of its recess and knickered the cylinder. They were in Litchfield RFC as the gate was being locked, so threw everything in the boot and got out before they were locked in.... only to smash the outlet tube off the fuel pump, so 30 seconds later the engine died. An hour later they'd cut the valve off a spare tube (tubes, bead breaker, tyre levers, axle stand, jack, 3/4inch socket and breaker bar, block of wood to stand jack on) and using a knife and some PTFE tape, had screwed the valve thread into the pump to allow the pipe to be jubilee'd to the valve well enough to drive home. We also now have a spare fuel pump and hose clips selection.

Onto the Allen where I lost my class win when a bad connection to the main ignition switch fell off (box of electrical crimp connectors, crimp tool, multimeter, spare switch, spare relay) causing everything to die, but I came to the rescue of Nigel Jones whose Dizzy cap had failed (cap, rotor, electronic

ignition kit, coil, leads, plugs). On the way home from the trial the alternator failed - not for the first time, the original went last year and was replaced at a Falcon Trial, so I didn't have a spare and the engine eventually died in the snow 5 miles from safety. It seems they are pretty vulnerable to shock loads so might have to invest in a good one (as advised by Paul Merson).

Then on to the Exeter where Mike Briggs' ignition system was knackered, so I lent out said module, but unfortunately it didn't work (wrong dizzy type) but I hear he was rescued by Jason Flay's box of spares. Learning point though, if you carry a set of points as back up for the electronic ignition failing, make sure you've got a standard coil or you'll burn them out! Then through the trial, just as it started to rain, we came across a stricken 2CV with failed Alternator (Bag of spanners and sockets to fit that spare), but apparently for them it's an engine out job (engine crane), or can they be lifted out by hand...?) so was the end of their trial.

I ended up spending breakfast removing the whole wiper system - the worm drive sort from a Midget or similar, as the flare had gone on one of the tubes. I managed to get it all apart, re-flare the tube with a screwdriver, and get it all back together for the harder rain to come. We did have to use hand operated wipers from breakfast to Tillerton as we ran out of time to reassemble but got it all fixed and working before the real rain came on.

There we met Lee Sample with his blown Diff (Spare Diff, Slide Hammer, Half Shafts, tub to drain all the oil into, spare Gear oil), but he had it all sorted so didn't need a borrow. Finally, a first ever Gold on an MCC trial (and 1st in class, dodgy considering who worked out the results...) but only just as our lights completely failed and we finished in the dark following another car for the last 2 miles to provide light. It turned out

to be just a wire torn off while ramming the wiper motor back in in a hurry, (so didn't need the bag of bulbs, fuses etc).

Then onto the Clee Hills where I ran low on engine oil (all the time repairing brakes and the electrics and i've overlooked that, so put in the spare 1 litre I carry), only to then blow the water out of the radiator (thanks Tom and Phil Aubrey who gave us several litres). I usually have that in the cabin somewhere but ought to carry more). More electrical gremlins ruined one section, but overall, we didn't do too badly and made it home in one piece. Now that I have a working fuel gauge, I ditched the fuel can. Another class win thrown away by dodgy electrics as the engine cut out on the penultimate hill, found the problem and fixed it but too late...

Also in there, but unused in the last few trials are a spare accelerator cable (I had to borrow one from Gavin Lane years ago when the midget failed), a great little thing from accuspark which fits between the lead and plug and lights up if there is a spark, so no need to remove a plug, and a whole lot more bits and pieces (ratchet strap, duct tape, electrical tape, cable ties, araldyte, chemical metal) plus others that I can't think of. On the midget I even had a spare prop shaft... As I drive to events, I really try not to break the car on the hills and carry no 'ballast', but find those tools and spares do a reasonable job of making the rear end grip... if I carried any lead, which spares would I have to leave out???

I'll post this on the facebook page once it's gone to print and let's see what other stuff people would advise to carry?

Cotswold Clouds 06/02/2022 – Ed Wells and Trevor Moffatt (Dutton Melos Number 45)

I thought after my Exeter Trial electrical gremlins things may start going a bit better. But after the Clee Hills clean-up it appeared a half shaft oil seal had starting to leak, not too bad so I added it to my increasing to do list. A fuel gauge problem turned out to be the 12v to 5v step down transformer which had blown, probably because of the lighting fault on the Exeter. I delved around in the wiring entrails and got back to what, I thought, was my earlier position where a half full fuel indication on the gauge was actually full. As the gauge now read a quarter full, I put 5 litres into the tank expecting to see some movement. Fuel went everywhere - so now it appears a quarter full is actually full! Bugger. Such was the Dutton's soaking in petrol I decided to pull all my tools and supplies out of the Melos and have a good clear up. And

then I spotted more worrying problems. There are a lot of rumours going around regards what E10 unleaded is doing to fuel systems – and I think it's time to take them seriously. I spotted two separate problems. A brand-new tank filler hose for some reason had gone rock hard, whilst the fuel line from the tank had gone 'blubbery' and was leaking. I looked at the fuel line under the bonnet to the carb, same thing, the line had gone *blubbery* and therefore the hose clips didn't provide a proper seal anymore – and yet more fuel weeping. So, I fixed all that, finished the Clouds prep, set the alarm for 6am and went to bed.

I was woken up on Sunday morning well before 6am with a huge storm raging and rain rattling the windows. Blimey after all the dry weather since the Exeter we were going to get wet again. I took the precaution of adding some ballast in the hope it may get us up some of the hills. Wrong.

A full entry of 80 cars dropped to 79 at Fromebridge Mill for the start. We set off as part of the second wave at 9:05. The good news was Axe was off the route instructions so the woeful delays from the past were replaced with some new routes and things appeared to be running well. Alf's Delight was fine, and we be arrived at Crooked Mustard in good time, the queue was building due to delays and news filtered back that only 4 cars had actually been up so far and they were all early runners. We waited and waited as just about every car that attempted the hill had to reverse down and clear the course. I had a senior moment and lost my gloves while we were waiting, but it was too late and it was now our turn. What a quagmire, the worst I've ever seen on Mustard. I decided to go for 10psi mainly to hold the tyres on the rims and try and avoid damage on the rock steps. Pedal to the metal up the first hill, throw it right then left into the gully. It was so wet there was no way of holding the car up on the gully wall so like the rest of us we slipped into the gully onto the rocky steps, and it was all over for a 6.

After an age trying to reverse back down the hill with my non-functional neck, we pumped the tyres up and headed off for Nailsworth Ladder. Tyre pressures were again free, so I opted for 10psi again. And tricky it was, I scratched my way to the restart and committed to my usual leftish line over the bump swing right then up. A good climb I thought - only to find I hadn't used the correct restart line! The day was blown for us on the 3rd hill; I hadn't even seen the second restart line! And our day went from bad to worse...

We trundled off to Ham Mill which we were told had been cancelled – apparently a stropo local had deliberately blocked the hill with their car to stop it running. A worrying amount of local angst given that the illegal thing was actually blocking a legal right of

way. Off to Bryan's, tyres restricted to 10psi and we got a 4. Special test at Rogers and onwards to Wicked Juniper, I dropped to 9psi on this, and we attacked it, I kept out of the slimy rut to the right until the car fell back into the groove, but Trevor and I managed to swing our weight left and right and find just a bit of grip to stop on 5. Happy with that! Merve's Swerve was in a state, mud over rocks and roots. I think I used 8psi as class 8 were on 10 and we didn't even get off the restart. Dire. The Climperwell ruts get deeper each year, but we flew threw that with no major problems on 10psi.

On we trundled to Bulls Bank1 to be told 15psi – **What, 15psi!** That's summer Prod Trial pressures not this slime. It's not a hard hill in general but on 15psi and my poor line up on the restart it stopped us dead, another failed restart. I got the restart sorted on Bulls Bank2 and cleared still on 15psi. On we went to Jerry's and more 15psi – we went nowhere – failed restart. Badgers special test no problems and we were heading for the end nice and early. Talbot's terror was as ever a slippery nonsense and despite low pressures we got a pitiful 10. And finally, we arrived at the final hill, Rick's revenge.

Rick's Revenge is named after Stroud Club's Rick Neil whose car was used to specify the ACTC regs for a class 7 Dutton Melos. Let's just pause for a moment and remember the last time Rick came out in the Yellow and Blue Melos and blitzed everyone to win the Clouds in what was to be his final year. We had gone well that year to get second in class but having followed Rick all day he really was in a class of his own.

Staggered restart for us so we didn't have much of a run to get up this slippery hill so I said to Trevor we may as well try second gear although it doesn't normally work. We surged off

the start and I turned right having forgotten that when I add weight I remove steering, we shot up a bank and fell back into the hill and it was never going to move from there - 10. A dismal end to a dismal day. Looking back maybe it wasn't so bad, there were dead cars around making 11 retired and plenty of trashed rims and tyres as people resorted to foolishly low pressures just to try and find some drive. We all know the Clouds is hard, but this one was the hardest I can remember.

I lost 30 points on failed restarts alone and finished on a pathetic 58 (*provisional*) - which I still find hard to

believe. On the day for class 7 I think a Liege plus supercharger was the car to have so congratulations to Julian Lack for going the distance closely followed by Dave Middleditch (*but then that was a Dutton, so what's happened to mine?*). Huge thanks to the Stroud Club, a good route well marked, and the hills were all marshalled very well. A pity about my brain fade on the Ladder but looking at the rest of the day it wouldn't have made much difference to our score. One to forget, I think. Now, diff out, rear bearings and seals plus all the other repairs and preparation for the Land's End.

Cotswold Clouds and further escapades with Team Inappropriate

As always with the Coates there seems to be a lot of work to do on the car between events, top of the agenda was a clutch change. In a previous event Lee Peck had come along as passenger and a discussion had ensued regarding my ongoing clutch problems, we were both of the same mind that a modern diaphragm clutch would be the ideal. But the E93a/100E clutches are a bit odd, the flywheel is best described as "dished" and the centre plate sits in a recess with the cover above it, Lee suggested machining the raised part off and then finding a suitable diaphragm cover.

The Coates engine is performing so well, and its low down "grunt" is such a positive feature of it I was loathe to remove any weight from the flywheel which could be detrimental, we discussed removing the "ring" then bolting it back like the ring that was fitted to Villiers 9E/32A flywheels when used in motorcycle trials.

Gone are the days when you could wander around in a motor factor's store to find a part that could be modified for whatever, so I scrutinised eBay and eventually saw a clutch for a 1300 Metro which looked about right. A quick message to the vendor who happily measured it and I thought I had the ideal. I sent a flywheel to Lee and arranged for a clutch to go straight to him.

At the Cleve I was able to collect the completed items and start to fit them the following week, Lee had also made a very clever gizmo that fits over the original release bearing and then contacts the diaphragm, this taking up the excess gap left by the clutch cover being nearer to the flywheel.

Before I fitted it, I weighed a standard flywheel and the one Lee modified, a standard is 14 lbs and a modified 12 lbs, so not a lot of difference. In the trial the car was transformed everything working much better, there was no appreciable difference in bottom end "grunt", any further 1172 engines I build will definitely incorporate similar mods.

When looking through the entry list I was surprised to see some 5 teams entered, this is really positive, perhaps the ACTC Team championship will become a feature again, has news of Team Inappropriate spurred others to form groupings? Then I looked at the teams, they were comprised of some of the best ACTC drivers, Team Inappropriate would have to be on top form to have any chance of getting in the team awards.

Lee Sample had found a Premier Inn reasonably near the start and we met there Saturday evening, Pete Ashford and Richard Kinver who are making the third members of the team are to meet us at the start. In light of the calibre of the opposition in the team stakes I thought the most beneficial thing to do was to have a bonding session, sadly my bonding session with Rioja and a steak pie left me somewhat jaded in the morning!

We are up and off early with Lee Sample and his dad following us to the trailer parking area, we unload and head for the start, scrutineering is fast, effective and thorough, then we are into the coffee and bacon rolls and Pete and Richard arrive somewhat windswept from their journey. We see Pete Hart and Carlie, we chat with them, we see Bill Bennetts MG we talk with his grandson who tells us some of its history, all of a sudden, we are on our way and the team is together and all seem to be running ok.

The first hill is Alf's Delight, a long bumpy hill which we seem to cruise up without a lot of trouble.

We leave looking forward, albeit with some trepidation to Crooked Mustard, we have to queue in the road nearby, in control of this now mammoth task is Andrew K Browne, we have a long discussion about the merits of Marlins (at the time of writing I have just

purchased Stuarts Highwoods old one), he questions why I would go to a Marlin as the Coates is going so well (I think he may well have something there)! It's principally to do the MCC 3-day event with Ruth, it has doors and a roof!

Eventually it's our turn, I have never done this section in a car, not sure if I did it on a bike but I have studied the videos, the start is very slippery after heavy rain the preceding week and some have great difficulty moving off, there are cars around that have failed being repaired this is all very worrying. Think positive agree a line with Alan and we are underway, we get moving fairly quickly we could do with a bit more speed, I don't back off on the right hander, we do the wall of death left-hander, but I can feel the grip going, we cross over and mount the step and we just run out of traction/speed. We get applauded, we scored 5, its only when the results come through, I realise how good this was.

Off to Nailsworth Ladder, again I have never attempted in a car but not sure about a bike. There is a start gate close to the base of the Ladder, but it is at a right angle, we get the go, we make the turn the little car digs in and we get grip and we are off, we see David Alderson furiously waving encouragement, we must be cruising it as we are able to climb whilst waving at David.

Next is Ham Hill but before we get there, we hear that it has been dropped as a local resident has parked his car on the section in order to frustrate the event. Suggest time for the local authority and constabulary to be contacted before forthcoming events and reminded of their duties and powers under sections 130, 137 and 148 of the Highways Act 1980!

Bryans next, a long blast up a muddy track we seem to have no problem with this.

The Special Test came next, after losing places in previous events due to cautious attempts I decide to really go for it, the car is on top form and we blast through the section, unfortunately ego has overcome common sense and we skid across the stop line and incur maximum penalty, note to self "time for practice"!

Then Wicked Juniper, which I understand from the route card is adjacent to the location of the pre-war Juniper, there is a jolly crew of marshals at the start and banter ensues. Then it's our turn, we have realised that very few are getting to the top, it is steep and very slippery, we go for it, the little car bounces and skews all over the place but we keep going to the 3 marker and think that this is a good effort.

Merve's Swerve comes next, again new to me, we are lucky as we do not have a restart, we are off I am concentrating hard, the section is again slippery but with twists and tree roots across, although focused I realise that the restart (7's and 8's?) is just before one nasty set of roots on an incline, this is a great section and we bounce all over the place, I read later that Bill Bennet and us are two of the few who clean it! Happy days!

Again, new to me Climperwell, a long muddy, sticky incline with glutinous mud, just before starting Pete Ashford describes the mud to us and tells us just to keep going, we have to wait for some time as many of the vehicles with low ground clearance are getting beached and need pulling out. We are off, we go quickly and the Coates is going well, we come to a tricky bit, the marshals are shouting encouragement, the car is sliding about and jumping, then I see the stump of a tree on the right-hand side, it must contain a magnet, we are inexplicably drawn to it, there is a mighty crash as we pass it the rear off side wheel strikes it, we are thrown

sideways, the car jumps out of gear, I get it back in with a loud crunch and we continue, we clean the section. Whilst inflating the tyres Alan sees that there is a big dent in the rear wheel rim and the gap is filled with tree bits. When home I find that this was not the only damage, the Panhard rod mounting is bent and the fuel tank/spare wheel support weld is broken, oh dear more time in the garage!

Bull Banks 1, a long fairly smooth climb, we have a restart and all goes ok. Bull Banks 2 is more of the same and we go well.

On to Jerry's, our first sight is of a muddy, slippery, rooted track, we are off, this is a brilliant section for us, there are turns, dips and steep rises, luckily, we do not have a restart and we get through it.

Talbots Terror, this is very slippery and few seem to be getting to the top, as I recall we have a tight right turn into so no chance of getting going. We do the best we can and lose 9 points. On looking at the results this is not too bad, some cannot off the line and lose 12. We then have the run to clear the section with just that bit of extra build up we clear the section which many cannot do, the car is a little trooper!

And finally, Rick's Revenge, again a tight turn into a steep muddy climb and we just do not have to horsepower to build up the required speed, we get to the 6 board and are pleased with that. We then trudge back to the finish, tired, a bit damp but elated with a good day's sport excellently run by the Stroud Club, we will definitely be back for future events.

As we approach the Golf Club finish we hear shouting from another car, what is this all about it almost sounds abusive, it is Ross Hancock in 48. He is amazed to see Alan there, Ross competes in

extreme bike enduros with Alan's son Ben, they have ridden against each other since schoolboy days, what a small world we inhabit.

I was delighted on the Monday following the event to see a picture in the Daily Telegraph of a Marlin on Crooked Mustard, I was also amazed at the number of videos/you tube clips regarding the event both in car and by spectators.

After watching many of these clips I realised that there are many interesting comments from bystanders not those filming. I was amused when viewing our ascent of Nailsworth to hear someone in the crowd say "here comes an old one", was he referring to me or the car?

And my favourite and not sure if this was said with irony, a spectator watching Lee Sample in the Rickman Ranger said, "here comes the lone Ranger". Was he referring to the sole Ranger in the trial or the 50's TV show, I have told Lee that henceforth he and Kerry will be known as the "Lone Ranger and Kerry-Sabi"!

The team thing, well as I said there were some dream teams, but paramount was the Haizelden/Sanders gang, in addition to Dave winning the event whilst only losing an amazing 6 marks Keith clinched class 5, they were going to be difficult to beat.

Team Inappropriate were delighted to finish for once although after finishing Lee suffered a catastrophic engine malfunction which later transpired to be a valve seat insert dropping out. This was followed by an awful wait for the vehicle to be recovered, I seem to recall he did not get home till 4am Monday and had to leave for work at 6! In addition, he is now furiously rebuilding an engine for the Land's End!

After Simon Woodall's well publicised long wait from the Edinburgh is it time to consider some "self-help" scheme within the sport?

Roger Ashby
Kent not Marlow



*Space sponsored
by R H T Moore*

Pouncy National League 2022

		Exeter	Clee Hills	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Tarka	Hardy	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Pouncy League																				
Ian	Thompson	10	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	24.0	2
Rick	Lees	10	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	22.0	2
Philip	Sanders	10	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	20.0	2
Nick	Williams	6	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.0	2
David	Craddock	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.0	1
Mark	Wills	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.0	1
Keith	Sams	.	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9.0	1
Terry	Robinson	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4.0	1
Tom	Oconnell	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Red Rose Bowl																				
Geoffrey	Westcott	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1

ACTC Sponsorship Scheme

In order to both enable and encourage the younger car driver to the world of Classic Trials the ACTC are pleased to announce the **2022 ACTC Sponsorship Scheme**.

Applications for the scheme will be invited soon, so please keep an eye on the ACTC website.

Applicants need to be 25 or under on the 1st of January 2022.

10 Places are available, if necessary, priority will be given to the least experienced applicants.

The Sponsorship will include:

Free entry to the Wheelspin and Crackington Championships and an Electronic copy of Restart.

The ability to claim a £50 refund of expenses, for up to 3 championship rounds where the claimant appears on the result sheet. Total £150.

A targeted mentoring and support package.

Crackington Table 2022 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Mechanics	Tamar	Kyle	Hardy	Allen	Camel Classic	Best 9	Total	Events Scored
Roger	Ashby	5.0	9.5	10.3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	24.8	3
David	Middleditch	5.0	8.9	9.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	22.9	3
Nicola	Butcher	5.0	9.2	7.8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	22.0	3
Brian	Hampson	3.0	9.9	8.7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	21.6	3
Sam	Holmes	.	10.2	9.8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	20.0	2
Charlie	Knifton	.	10.0	8.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	18.0	2
David	Carter	5.0	.	10.1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	15.1	2
Stuart	Bartlett	.	6.0	9.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	15.0	2
Edward	Wells	5.0	9.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	14.9	2
Russ	Clarke	.	8.0	6.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	14.0	2
Ian	Davis	.	9.0	5.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	14.0	2
Robert	Holden	5.0	.	8.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	13.9	2
John	Ramsden	.	7.9	4.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.9	2
Gregory	Warren	5.0	.	6.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.9	2
Karen	Warren	5.0	.	6.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.9	2
Nick	Aldridge	.	.	11.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.0	1
Paul	Merson	.	11.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.0	1
Joshua	Moss	.	.	11.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	11.0	1
Nick	Deacon	.	10.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.9	1
Adrian	Tucker-Peake	3.0	.	7.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.9	2
David	Slade	.	.	10.7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.7	1
Dave	Haizelden	.	.	10.6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	10.6	1
Keith	Sanders	.	.	9.6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9.6	1
Bill	Bennett	.	.	9.3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9.3	1
Nick	Famer	.	.	8.6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8.6	1
Stuart	Highwood	5.0	.	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8.0	2
Nigel	Jones	5.0	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8.0	2
Paul	Watson	.	.	8.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8.0	1
John	Cavendish	.	6.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.9	1
John	Charles	.	6.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.9	1
Michael	Gibson	.	6.8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.8	1
Mike	Henney	.	6.5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.5	1
Mal	Allen	.	5.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5.9	1
Philip	Aubrey	.	.	5.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5.0	1
Ian	Cundy	5.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5.0	1
Paul	Jones	1.0	.	3.9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4.9	2
Graham	Williams	.	4.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4.0	1
Jonathan	Ellwood	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Stuart	Holton	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Mike	Jones	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Neal	Vile	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Michael	Wames	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
Mike	Wills	3.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3.0	1
John	Bell	.	.	2.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2.0	1
Peter	Adams	1.0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1.0	1

Wheelspin Table 2022 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Mechanics	Tamar	Kyrle	Hardy	Allen	Camel Classic	Best 9	Total	Events Scored
Dave	Haizelden			10																	10	1
Charlie	Knifton		8	2																	10	2
Paul	Merson		10																		10	1
Nick	Aldridge			9																	9	1
Nick	Deacon		9																		9	1
Ian	Davis		7																		7	1
Joshua	Moss			7																	7	1
Roger	Ashby	5	1																		6	2
Sam	Holmes		6																		6	1
Nicola	Butcher	5																			5	1
David	Carter	5																			5	1
Russ	Clarke		5																		5	1
Ian	Cundy	5																			5	1
Brian	Hampson	3	2																		5	2
Stuart	Highwood	5																			5	1
Robert	Holden	5																			5	1
Nigel	Jones	5																			5	1
David	Middleditch	5																			5	1
Karen	Warren	5																			5	1
Gregory	Warren	5																			5	1
Edward	Wells	5																			5	1
Stuart	Bartlett			3																	3	1
Jonathan	Ellwood	3																			3	1
Stuart	Holton	3																			3	1
Mike	Jones	3																			3	1
Adrian	Tucker-Peake	3																			3	1
Neal	Vile	3																			3	1
Michael	Wames	3																			3	1
Mike	Wills	3																			3	1
Peter	Adams	1																			1	1
Paul	Jones	1																			1	1

Navigators Table 2022 up to Cotswold Clouds

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Mechanics	Tamar	Kyrle	Hardy	Allen	Camel Classic	Best 9	Total	Events Scored
Kieran	Bartlett		6.0	9.0																	15.0	2
Ben	Gladwyn	5.0	9.2																		14.2	2
Lucy	Pugh	5.0		6.9																	11.9	2
Patrick	Warren	5.0		6.9																	11.9	2
Nick	Sherrin		11.0																		11.0	1
Philip	Tucker			11.0																	11.0	1
Tom	Aubrey		5.9	5.0																	10.9	2
Robin	Charles		6.9																		6.9	1
David	Slade		6.9																		6.9	1
Philip	Stader		6.5																		6.5	1
Rachel	Walker		4.0																		4.0	1
Mark	Ensoll			3.0																	3.0	1
James	Trainer			2.0																	2.0	1
Shani	Adams	1.0																			1.0	1

FORTHCOMING EVENTS

2022 Draft Dates	Event		ACTC Cars Champ 2022	ACTC Invite	Car/Bike Class 0?	Pouncy League 2022	Red Rose 2022
Fri 7 Jan	Exeter	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sun 23 Jan	Clee	MAC	Round 1	Yes	Yes-Cars	Round 1	Round 1
Sun 6 Feb	Cotswold Clouds	Stroud	Round 2	Yes	No		
Sat 12th Feb	Exmoor Fringe	VSCC					
Sat 19 Feb	Northern	Fellside	Round 3	Yes	Yes-Both	Round 2	Round 2
Sun 20 Feb	Camel Heights	Camel Vale					
Sun 27 Feb	Chairmans	Holsworthy		Yes	No	Round 3	Round 3
Sat 5 March	Derbyshire	VSCC					
Sun 6 March	Single Venue Classic	Stroud		Yes	No		
Sat 12 March	Herefordshire	VSCC					
Sun 13 March	Exmoor	North Devon	Round 4	Yes	No	Round 4	Round 4
Sun 13 March	Durham Dales	MECVC Bike only		Yes	No		
Sun 20 March	Launceston	L&NMC		No	No		
Sat 2 April	Scottish	VSCC					
Sun 3 April	Presidents	Camel Vale		Yes	No		
Fri 15 April	Lands End	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 23 April	Awards Evening	Fingle Glen Hotel, Exeter					
Sun 24 April	Torbay	Torbay	Round 5	Yes	No	Round 5	Round 5
Mon 25 April	ACTC Meeting						
Sun 8 May	Yorkshire Dales	A&PMCC	Round 6	Yes	Yes Both	Round 6	Round 6
Sun 15 May	Bovey Down	Windwhistle		Yes	No		
Sun 3 July	Testing Trial	MCC					
Sun 17 July	MECVC Bike Trial	MECVC		Yes	Yes		
Sun 28 Aug	ACTC AGM						
Sun 4 Sept	Exmoor Clouds	Minehead	Round 7	Yes	No	Round 7	Round 7
Sun 18 Sept	Taw & Torridge	Holsworthy	Round 8	Yes	No	Round 8	Round 8
Sat 1 Oct	Edinburgh	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 8/Sun 9 Oct	Welsh	VSCC					
Sun 9 Oct	Mechanics	Stroud		Yes	No		
Sun 9 Oct	MECVC Bike Trial	MECVC		Yes			
Sun 16 Oct	Tamar	L&NMC	Round 9	Yes	No	Round 9	Round 9
Sun 30 Oct	Kyrle	Ross & District	Round 10	Yes	No		
Sun 30 Oct	Tarka	North Devon		Yes	No	Round 10	Round 10
Sun 6 Nov	Bodmin Cardinham	Camel Vale		Yes	No		
Sat 12 Nov	Lakeland	VSCC					
Sat 19 Nov	Cotswold	VSCC					
Sun 20 Nov	Hardy	Woolbridge	Round 11	Yes	Yes-Cars	Round 11	Round 11
Sun 27 Nov	Allen	BMC&LCC	Round 12	Yes	No		
Sun 27 Nov	Neil Westcott	Exmoor		Yes	Yes-Bikes	Round 12	Round 12
Sun 4 Dec	Camel Classic	Camel Vale	Round 13	Yes	No	Round 13	Round 13

