

RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

Volume No: 33

Issue 2, June 2022



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

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



RESTART Volume 33, Issue 2, June 2022

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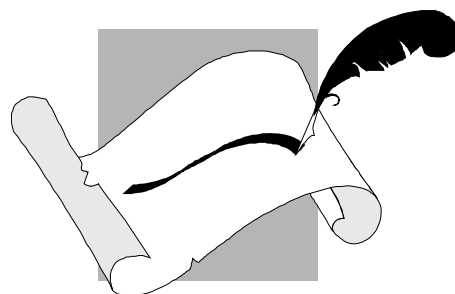
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| | 2 Issues £20.00 |
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| | 4 Issues £35.00 |
| Full Page | Double the above |
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| Half Page | 4 Issues £55 |
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FINAL COPY DATE
FOR
NEXT ISSUE :
27th October

EDITORIAL

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Firstly as usual I must thank all of the contributors for their great articles—without you there would be no magazine and I know that as a qualified, now retired, librarian I am very biased, but I think that our archives are very important. Also I must thank the photographers for the same reason!

As mentioned by others it has been a busy season and I have noticed even more spectators—hope some of them decide to join us. The spectators seemed to be really enjoying it and it was good to see many younger people watching.

Next I have a grumble about the technology..... I have been using MS Publisher for over 20 years and suddenly half way through compiling this issue it started doing weird things... I haven't knowingly upgraded the software online and I can't find out how to put things back to how they were. I think I will have to contact MS directly.

The main problem is the Drop Cap feature, which I like using as I think it looks good. It is now not in my menu system (although it was when I added some of the articles in this issue!). I can copy and paste but when I try to save it the program just closes itself..... The other thing that is happening is that just the last paragraph of some of the articles I am sent changes its line spacing and I can't then change it to what it should be.....grrrrr

So if the magazine doesn't look as 'good' as usual I am very sorry. Also very sorry if I am too much of a perfectionist.....!

Best wishes, Pat



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To apply to help the ACTC in any of these important roles or for more information please contact Keith Sanders, ACTC Secretary
sanders_k@hotmail.com

CHAIRMAN'S CHAT

Well that sure was a busy start to the 2022 ACTC Championship with 9 events being run and full entries as well. The second half will be very well contested. On top of the Wheelspin is Paul Merson with Stuart Bartlett hot on his heels, the Crackington sees Roger Ashby on top with Brian Hampson in 2nd. The Navigators finds a reversal of the top two in the Wheelspin with Kieran Bartlett ahead of Nick Sherrin.

The ACTC awards night at Fingle Glen went very well with 50 turning up and the night made more special by Jan Cooper accepting the Trial of the year award on behalf of Pete Cooper.

The day after Keith and I were running the Torbay which despite the dry ground conditions all car competitors were stopped with the help of some Cornish marshals and enthusiastic land owners. Gary Browning took overall with 12 points dropped in his Class 6 Beetle. The Class 8s had tough day with restarts but taking the best scores from each hill, class 8 would have dropped only 4 points.



(Photo by Dawn Bewes)

The following evening we had our ACTC club zoom meeting which Keith has covered but on the night a lively debate was had over markers being standardised in either counting or non counting when being hit, no happy conclusion was reached so keep reading the small print on the regs.

This weekend saw Keith and I make our usual trip down to marshal on the Bovey, with the sun shining on the hill the class 8 restart was duly toughened up in between rounds, still it was cleaned by at least one competitor on each round.

The MCC 3-day trial will be coming to Simms and rest assured I will be there, straw bales, tape and cones as well.

Enjoy the summer break and hopefully catch up on the Exmoor in September.

All the best, Dave...

Sect's Spin

Sustainability probably isn't at the forefront of your mind when you enter a Trial but the Green agenda will potentially have a big influence on the future existence of our sport.

Public perception pays a huge part in this as many people frown at Motorsport and the impact it is perceived to have on the environment, when actually the sport with the greatest carbon footprint is probably Football!

The ACTC has emerging plans to make a commitment, along with member Clubs, to be active in addressing this by means of Carbon Offsetting. Watch this space for more news. April was a very busy month, what with running the Torbay Trial, ACTC Awards Evening and ACTC Committee meeting in three consecutive days! There are some headlines to share from the ACTC Committee meeting.

Coloured Discs for Bike classes to help Marshalls identify those needing to Restart. A new Class S for step-through bikes.

More ACTC Championship Points for Gold/Silver/Bronze awards on the MCC "big three" Trials.

These items will be voted on at the September meeting so if you have any strong views please contact your Club Rep.

Also the 8mm max tread gap is being ratified by MSUK and added to the Blue Book to become the main Tyre Rule for Cars. This means the ACTC Tyre List (of which around 80% are now obsolete) will be phased out over time. Finally you'll notice in this Restart we have a Situations Vacant section. The future of our sport, both within ACTC and Clubs, is wholly dependent on volunteers willing to give up a few hours each month. If you're not already actively involved in some way then please give this some consideration. These roles can actually be quite rewarding and there's rumour of a 100% pay rise next year! ☺

That's it for now, hope to see you again soon, probably on a muddy hill somewhere.

Regards,
Keith Sanders

ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

So we are coming to the end of the first half of this years trials season. I really haven't been out on the hills as much as I would have liked. A simple part costing around £5 broke on the clutch during the Torbay Trial on my bike, so I had an early retirement on that day. Shame as I'd cleaned all the sections prior to this, all 2 of them lol!

The evening before was the ACTC dinner presentation do, great to see some fresh names taking home some silver ware. I got to hold a trophy for 5 minutes before passing it on to George Godkin to take home. It was all very shiny silver ware too, Dee spent hours buffering up the trophies. Many thanks to her and all the others involved in hosting the event.

On the 2/3 wheeled side of things not a lot has changed. The sidecar guys are getting the hang of the class split though it hasn't yet bought out many more traditional motorcycle sidecar combinations. Time will tell.

There are also plans to introduce a coloured marker system for certain m/c classes to assist marshals ID bike classes. Speaking to marshals at events some have said it's hard to know which bikes are particularly of Class A, Pre 72, and which are in the Class B3, the trick class shall we call it. These classes are the ones who might or might not do a restart or might take a deviation mid section. We all know it's the riders responsibility to know where he is going and what he is doing, but if a start Marshall can radio/ yell up a section, marshals further up a section will know the bike say, won't be stopping or taking a deviation.

The 2 ideas which are getting good responses are a coloured disc either on the number or beside it, or a coloured line/ cross through the number. Please, please if you ride in these classes have a think of A, do you think it's necessary. And B, what system do you think will work if needed. Email me, message me but spend a few moments on this one please.

We all enjoy a days trialling and want the day to go as smoothly as possible for all.

So I will see you all later in the year after the summer break. Enjoy the sun, get out practicing and keep your boots clean.

**Chris
Barham**

**ACTC
Motorcycle
Co-Ordinator**



(Photo by Duncan Stephens)

The 60th Anniversary Cotswold Clouds Trial by Ian Davis

February 6th saw the Cotswold Clouds return after a covid-enforced break in 2021, 60 years after the trial was first run by Stroud and DMC in 1962. The first event attracted 50 entries, with Stroud and MCC the most popular clubs but with other clubs still active today represented including Bristol and Falcon. The event was clearly a success running almost every year since (4 or 5 years have been missed for various reasons) and now the Clouds is THE one-day event of the year, attracting a full entry of 80 with 10 reserves in 2022.

The 1962 and 2022 events shared three sections – Nailsworth Ladder and the two Bull Banks sections; Axe was included in 1962 but was rested in 2022 due to the difficulties of delays building up on two sections early in the trial, being directly opposite Crooked Mustard. Other familiar points on both routes include Bull's Cross and Butterow, with both events making the trip south to Dursley where The Fort sections were the main stoppers of the day in 1962.

The entry has certainly changed over the years but VW, Ford, Dellow, MG, Canon, Skoda and 'specials' are all represented in both 1962 and 2022 entry lists. Missing in 2022 were Morgan, Allard and Land Rover, all entered in the 1962 event and most noticeably a Messerschmitt – which achieved one of only 3 clear rounds, along with Lefevre's Sprite and Goodall's Morgan. What has changed over the 60 years is the relative proportion of specials to 'production' cars with 6 starting the 1962 event from a field of 50 compared to 37 in classes 7 and 8 in 2022.

As well as sharing sections, cars and clubs, it looks like 4 families are represented in both the 1962 and 2022 events. The first family that comes to mind on the Clouds is of course the Moss family, represented by Brian and Ernie in the 1962 event in a Special and Ford respectively and by Ian in his familiar Imp and Josh in his pristine Imp-powered Cannon in the 2022 event, with Nigel acting as Clerk of the Course. Another well-known Stroud family, the Hobbs, are seen in both events with Mark entering this year in an Escort and B and Alan Moss competing in 1962, in a Sprite and a Simca. Falcon is the other club with family members in both 1962 and 2022 events with Adrian and Liz competing in 2022, 60 years after Adrian's father John and uncle 'Tucker' competed. Finally, and slightly to my surprise, I see a VW entered by 'Davis' in the 1962 event – almost certainly my grandfather Jack – with myself continuing the family VW tradition in the 2022 event in my 1962-registered VW Buggy.

Turning to the 2022 event, a dry spell for several weeks leading up to the event was broken by the Stroud rain gods the day and night before the event and this left the hills in prime condition – very slippery on top but firmer underneath. The start was at the usual Fromebridge Mill and the first section saw the familiar run down to Alf's Delight. Running number 79 out of 80 with only Adrian and Liz T-P behind us in the MGF, we were surprised to find we arrived at Alf's ahead of former Clerk of the Course Carl Talbot in his Buckler in the new ACTC Class 2, who had taken a trip to Tin Pan Alley for old time's sake. The section proved a gentle opener with only a couple of unlucky failures.

Just down the road we joined the queue for Crooked Mustard which was in particularly evil form after its year of rest. With the increase in extreme weather events, the surface of Mustard has

definitely suffered and what was always a super tough challenge is now also a pretty rough one, in particular between the left-hand hairpin and the step with the correct line being absolutely critical now. There were only 8 cleans of the section, mostly from Class 8 specials – noticeably Chris Ferin in the ex-Terry Hart Troll and Ross Hancock in the family buggy both at their first attempt. Early numbers looked to be at an advantage making the two cleans from other classes all the more impressive for being later in the day – Nick Aldridge's amazing Smart Roadster in Class 7 and eventual outright winner Dave Haizelden's Scimitar SS100.

As usual the hill took its toll on equipment with Clee winner Paul Merson suffering a suspension failure, with Stewart and Mel Green's Gruffalo suffering a similar fate, snapping off the front left upright on the bank but carrying on to almost clear the section before having to stop without steering at the 1 marker. Emma Wall and Mark Linforth both cleared the step but suffered directional challenges whilst scattering marshals in all directions. The 'so near and yet so far' award however went to Adrian Marfell, piloting Tony Young's 1300 Beetle and being the only Saloon to beat the step before grip overcame grunt and the engine bogged down at the 2-marker when past the worst of the section.

The familiar road trip north to Nailsworth under clearing skies settled nerves after the excitement of Mustard and here the challenge was about the restart for most classes before another infamous step. Clerk of the Course Nigel Moss had been generous with the restart placement and tyre pressures but still managed to catch out 27 of the entry, leading to a higher proportion failing than in the 1962 event.

Another familiar road section followed across the common towards Ham Mill

but unfortunately a disgruntled local had blocked the bottom of the section with his car, leading to the cancellation of the section and a lot more disgruntled locals who had been looking forward to watching the competitors on 'their' local section having their enjoyment spoiled.

Bryan's and Wicked Juniper followed each other in quick succession with the overnight rain making both sections very slippery and taking marks off most competitors – in some cases the maximum 12 with grip at a premium. If an earlier number was an advantage on Mustard, these two sections favoured the later numbers – particularly so for the Class 8 restart on Bryan's placed high up on the steep and slippery final pitch and only cleared by two of the specials. It wasn't until Nick Aldridge came along in his Smart Roadster at number 59 that both hills were cleared by a single competitor, putting Nick into join lead of the event with Dave Haizelden.

With Dave clearing the infamous Merve's Swerve and Nick dropping 3 points Dave moved into the outright lead overall. Merve's was on fine form, stopping all but 9 of the entry with some exceptional climbs from Adrian Marfell and Sam Holmes in Class 4, Bill Bennett and Roger Ashby in the new Class 2, together with the Scimitars of Dave H and Keith Sanders and the BMW Z3 of Ian Facey in Class 5. Only two managed to clear the section after the restart – both from Class 8 - Ryan Eamer in his Canon and Aaron Haizelden in the ex-Ross Norman Deere Special.

With the loss of the Fred's Folly and Highwood sections the route now moves on to Climperwell – on paper one of the easier challenges on the clouds having the gentlest gradient and the main challenge being greasy ruts. However, the overnight rain had added to the challenge, and it was easy to get cross-threaded soon after the section started

on the approach to a large tree stump. Eventual winner Dave H managed to come to a halt here as did Adrian Tucker-Peake, heading straight into the stump with unerring accuracy resulting in severely dented rim and sheared hydragas fitting on the MGF. We had an interesting moment getting completely sideways with the front of the car heading for the undergrowth but just managed to keep going without hitting the tree stump. Dave's indiscretion here cost him the outright lead, this passing back to Nick Aldridge in the Smart with Josh Moss and Duncan Stephens in class 8 hot on his heels on five points each.

A few miles further on and competitors faced the challenge of two Bulls Bank sections, both with restarts, but neither seemed to have the bite of previous years with few competitors dropping marks here on either.

The finale of the Clouds is now all in Cowcombe woods, entered past the bottom of the rarely used Station Lane with the first section in this complex being Jerry's – a blast up a steep greasy bank between trees before a sharp left and a sharp right up a steep final bank. The introduction of restarts for classes 7 and 8 ahead of the final bank, in addition to tyre pressure limits, proved impossible with no one able to clear the section from either restart – with Nick Aldridge's lead being lost here. Duncan Stephens used the extra-long wheelbase of his Fugitive here to advantage dropping only 3 points compared to the standard 6. Even without a restart the final bank proved a real challenge with only 11 clears of the section which favoured a flat-out approach to carry momentum over a mass of tree roots.

Shortly after Jerry's came the second special test and Ray Ferguson's Liege started making painful noises here with the prop shaft letting go and forcing

retirement. A little further along the track Bob Hart's Buggy had also ground to a halt but with electrical problems rather than mechanical.

Next was Talbot's Terror, named after former Clerk of the Course Carl, who had to retire the Buckler with engine problems earlier in the day. Here whilst most competitors took the familiar right-hand sweep into this steep muddy section, class 8 had to enter the section from the left requiring a tight turn across the muddy bottom track which took maximum marks away from Class 8 award contenders Duncan Stephens and Aaron Hazelden, their rear engine specials failing to turn in on time. Many others failed in a sticky patch around the 10-marker but once passed this stage the section steepens considerably, and grip becomes less of a problem.

The final section of the event was a short, steep climb on a greasy surface with a restart for Class 8 on the steepest part. Whilst relatively grippy for early runners, the mud was cleaned away to leave an extremely slippery surface of polished stone for the later entries which proved too much for all the Class 8 specials after Josh Moss and Ryan Eamer, running in the first half of the entry, were the last to get away from the restart.

The traditional finish at the Old Club House on Minchinhampton Common followed with the overall award going to Dave Haizelden for the loss of only 6 points, with Nick Aldridge and the hard charging Gary Browning in his Class 6 Beetle two points behind on 8. Josh Moss upheld family honours taking Class 8 on 10 points, three points ahead of Ryan Eamer and 4 points ahead of Stuart Bartlett in a clean sweep of Class 8 awards for the Canon entry. Julian Lack took Class 7 in his first event back in the Liege after swapping to a Suzuki Vitara for a number of years. Class 4 went to the hard charging Adrian Marfell

and Class 3 to the equally hard charging Rich Hayward in the Escort Estate. Roger Ashby's Coates Orthoptera took the Class 2 honours following the recent changes in classification by 5 points from Bill Bennet in the familiar J2.

60 years after the first Cotswold Clouds the 2022 event was very well organised

and highly but fairly challenging. But for most it was simply a welcome return to the normality of getting out trialling again, seeing familiar faces and enjoying the warm welcome from most of the locals. Many thanks to all at Stroud and District MC for making the event such a success.

Fell Side Auto Club's Northern Trial 2022 by John Kenny

I normally ride a class C 480 Beta Enduro; whilst it's a great bike and a LOT of fun to ride, it's not the most suitable bike for an LDT. Fortunately, or unfortunately circumstances meant I wouldn't be riding it in the Northern and it was a choice of withdraw my entry or find something else to ride. Happily, I had offers from a couple of riding pals and on the Tuesday before the trial I had a trip up to Derbyshire to borrow a mate's Sherco 250 enduro. My familiarisation with it went as far as knowing where to find the very well-hidden fuel tap and changing the enduro tyres and mousses for trials tyres and tubes. A short ride up and down the drive confirmed it had six gears and it was on the trailer and over to Garry Hirons' place where he, Pete Kirby and I were going to brave the Friday M6 together in his van.

Anyone who travelled that day will remember the weather, there were some gusty moments and the trip over the Thelwall Viaduct wasn't pleasant and I wasn't even driving! We arrived at our B&B in Carlisle in good time and headed out for a meal. The night was longer and a little boozier than planned as, when you're in the company of two out-and-out all round motorcycling die-hards, there were lots of tales to be retold. Not only is Garry a well experienced and pretty handy trials rider, he's a proper all-year biker and

road racer too, campaigning a Norton Rotary in the BEARS championship alongside Pete who also has a long association with BSA, having worked there and ridden countless scrambles and trials on them. Slightly too late and slightly too fuzzy we headed back to the B&B to await the shock of a 5:30am alarm and a full English on our now slightly more delicate selves...

Wigton was, as usual, cool and windy but signing on was all seamless and appropriate notes of route changes were made, or so I thought. Pete's bike was very clean, mainly because it was newly built (refurbished) and this was to be its maiden event. That would be two of us on previously untried machines, what could possibly go wrong?

Without too much hanging around we were off and the seven miles to Carlisle Lane were welcome to finally get to know my loan mount. It had been a while since I had ridden a 2-stroke but that didn't take long to readjust to. The rear brake was weak, and I initially thought the motor was a bit off but soon realised, after my 480, a 2T 250 would feel a bit different wouldn't it!

Any pre-trial nerves were settled with a clean accent of Carlisle Lane, a relief as it's a deceptively slippery track and the lane that follows has had me off the bike more than once. Eleven miles later we reached Big Wood and figuratively rolled our sleeves up for the thick of the trial.

Pheasant Plucker was dispatched with a clean and as I lined up at Seth Murphy I could see it was going to be an interesting section. The rain had taken its toll and I could see it was going to be a tricky section, but I managed to get a good line and stopped at the restart with a good chance of getting of the line without any drama. The blank look from the restart marshal had me confused for a second but I got away cleanly and stayed feel up for the rest of the section. It was only at the end of the section the turnaround marshal pointed out the restart was cancelled, I queried why the cards were still there but couldn't be sure I hadn't missed the course correction. Too late to warn Garry, he did the same as me and we both picked up a seven on this section. Later on I'd catch up on the email which clearly stated restarts on BOTH seven and nine had been cancelled and I'd missed the mention of seven. You win some, you lose some.

Still, no point dwelling on it as this was the Northern and there was much more fun to be had. The Test at Big Wood was indeed fun, I think my head was hurting both from the hangover and from laughing that much as I seemed to have no grip whatsoever and had a hard time keeping the bike upright and bimbled around in what felt like a glacial time.

Back down the roads to Wythop Woods and I hit a clean streak with the next six sections all climbed without any dramas. Restarts were completed successfully, and cancelled ones were ignored appropriately. Somewhere on one of the turnarounds Pete dropped his bike and "ping" went his clutch lever clamp. After a couple of attempts we managed to cable-tie a successful bodge that held the lever in place for the rest of the trial. It can't have been easy to wrestle that BSA with a very dodgy lever so all credit to Pete for still riding each section thereafter.

The small queue at Kestrel's Roost saw riders coming back down shaking their heads, never a good sign. My own attempt soon came, and I hooked second gear and gave it my best shot. I was heading to the top and making good progress, with a bit more welly I made it to the top. I was hoping I was clean but also aware I'd been VERY close to the markers towards the ends and sure enough the results had me down for a two, obviously a bit closer to the flags than I'd thought.

A steady three-mile ride back to the forest exit and another three back to Big Wood saw the aftermath of the cars. The start of Pheasant Plucker's Son was a scene of turmoil, and it didn't even look like anyone would get past the start cards. The first couple of riders up proved what everyone was thinking, and the recovery efforts only added further to the muddy carnage. My attempt started well, and I made it through the worst of the mud at the start to find the rest of the section didn't look much better. Gathering momentum, I managed to select second and things started betting muddier, bumpier much faster, so much so a steadying dab was needed just before the Ends, and I readied the top for a "1".

A similar story at Seth Murphy's Son. At least no restart this time around and a spirited attempt had me sideways and dabbing furiously at the "8" marker. I made it to the top, but the trip back down was another hilarious muddy farce as I dropped the bike a couple of times just getting back to the start. Second time around the Test went a little better and, whilst I was still happy to be able to foot my way round, I managed to get around at what felt like a reasonable pace.

Back out of the woods and ten miles back to do the reverse of Carlisle Lane, Solway view, and staffed by Stan Peel who is one of the team behind one

of my other favourite events; the Airedale and Pennine Yorkshire Dales Trial. Conscious this can be a very slippery section I took it steady and reached the tarmac without any penalties.

Just two more miles and the final section, Sandale, awaited. We all had a bit of a wait, as had been the case for a few sections throughout the day but nothing really excessive and just enough to let the nerves build up. Soon enough the section opened, and each rider made their long way up. What's unique about Sandale is you can't see or really even hear what's going on and it's different every time. My turn came and off I went into the unknown. First gear, second gear and things were going well. About two thirds of the way up I was in a rut and luckily managed to hop out of it. That put me back in the middle of the track and things started to get very slippery, I took a chance on third gear, held the throttle wide open

and with the ends cards in sight kept it pinned until I'd made it through the worst. Strangely, the final few metres of Sandale are quite steady and I rolled out of the top of the section clean and really quite pleased I'd done it.

Six miles back to the finish, via the jet wash to leave the mud where it belongs, and we were ready for another hearty Hopes dinner. Fed, watered and ready for the M6 we headed home after another fantastic event. The Northern really is one of my "must do" events and I want to thank everyone involved in running one of the best events on the calendar. Thanks also to Garry for driving us there and back as well as being up for any event and to Pete for showing what you can do with a well-developed 50-year-old bike. Finally, thanks to Tim for the loan of his bike which, as the provisional results have come out, looks like it is now a winner!

See you next year.

A brilliantly organised Fellside Auto Club's Northern Trial by Keith Thomas

I have competed on the Northern several times in my Buckler, I have also been fortunate enough to be in the winning car bouncing for Carl Talbot on the 2015 event in his Morris Trialsmaster, when Carl successfully climbed all the hills to win by the narrowest of margins, so I knew from experience the event had always been superbly organised. Other years when not competing I have helped in various ways and was aware of the vast effort that was put in each year by the very small band of about eight people on the organising committee. Most of the team don't even live locally, Myke Pocock lives in Carlisle but others are from Newcastle area, the youngest of the organisers Alexander Jefferson is miles

away studying mechanical engineering at Bristol University. Alexander really puts his heart and soul into the trial, in future he will be welcomed by any motor club in the country wherever he decides to live, as he has already proved he can successfully do whatever task is given to him, he even organised the Zoom meetings while the Covid pandemic was at its height to ensure planning the event was kept on track.

I've always tried to help as much as possible by going out to the forests and lanes with the small organising group, trimming back overhanging branches, moving fallen logs, unblocking drains, and similar jobs. The organisers had done vast amounts of PR work, were responsible for putting up dozens of notices warning the public in the weeks leading up to the trial that wherever there was a footpath or access point that they may encounter a competing car

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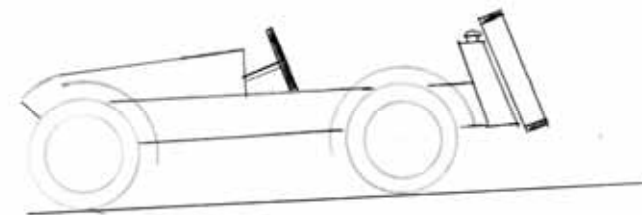
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travelling between sections in the forest. These competitors pose very minimal risk on the trials as they must travel at no more than 15mph, but all eventualities needed to be covered so the warning notices were there. They had to overcome countless obstacles thrown at them, Covid, incessant rain in the weeks leading up to the trial, gales including storm Irwin plus a really determined local who is plagiarising Forestry England, the National Park authority and MSUK bombarding them all with dozens of emails complaining about cars being in the forests and going all out to prevent motor sport taking place on land owned or managed by the aforementioned bodies.

This year the organisation exceeded all expectations. the paperwork included highly detailed instructions to section commanders, marshals, and competitors, the safety risk assessments were beyond belief covering every aspect of possible risk, those booklets will in future be regarded as the ultimate for others to copy and aspire to. They were written by well-known local Austin 7/ Marlin competitor Dave Nicholson who is a nuclear safety expert as well as organiser of many events in Cumbria, well done Dave.

I have never ever seen any event better organised in my life and I have done a lot of events in all forms of motorsport including a number of international events, Colour maps showing the locations of all the sections as well as the route to be followed between those sections was highlighted on those maps, this was a phenomenal effort by the dedicated small committee. Much work was carried out finding and surveying sections, they even got permission from local former works rally driver and owner of M Sport rally team Malcolm Wilson to allow the trial to use "Big Wood" which was part of a big shooting estate Malcolm had recently bought. This was very kind of Malcolm to allow this as it

had never ever been used before for motorsport.

Big Wood shows great promise although needs a few tweaks as it became very sticky after some long neglected and hidden drains overflowed onto the sections. This was a pity because the organisers helped by a few of us occasional helpers spent a full Saturday digging out tree stumps and clearing overgrown parts and the sections looked all set to test drivers and riders with completely new challenges but became very boggy and too much of a challenge for many of the machines. Thankfully various cars and bikes did climb the whole section at various times during the day even right at the end of the afternoon which proved it was still possible after most failed to get past the 7 or 8 markers including past winner of the event Dean Partington despite a valiant try.

I hope someone writes a report from a competitor's point of view as I didn't get over to any other sections other than Big Wood. As I have done previously, I volunteered to travel around the sections to assist with any breakdowns, give owners a tow or lift back for their trailers, but in Big Wood both sections needed manpower to extract various cars from the glutinous mud, so I spent my day there. We managed to set up a system using tow ropes rather like a tug of war team as pushing from behind resulted in being seriously splattered from head to toe in mud. If the tug of war system failed, then one of the best recovery people in the country Will Sherwen with his trusty Mitsubishi Shogun complete with winch took over and hauled out many cars that became stuck up to their bellies in the ever-deepening mud.

One point of note here, many cars had really inadequate tow points despite this being a requirement, they may have had yellow tape on an axle beam or on a leaf



John Kenny,
1st Overall Bike

Northern Trial on Big Wood

*Photos by
Keith Thomas*

Ray Ferguson,
1st Class 7



Stuart Bartlett,
1st Class 8

spring but some tow points were so low down and inaccessible due to being under the deep mud it was impossible to attach a tow hook, others had a tow point on only one side of the vehicle so the vehicle slewed the wrong way when being winched out. One car had the tow points on the roll cage, this is really dangerous as its far too high and I've seen cars almost overturn when load applied, only skilled operators like Will have prevented injury by being aware of the pitfalls of this.

Ideally a very strong large diameter tow ring on each side of the car and a strong webbing strap already attached is by far the safest and quickest way to get your car recovered if it goes to a deep ditch, some cars had this system

The Northern Classic Trial - a view from the south by Rick Lees (Triumph Tiger Cub)

In all the years of owning my Triumph Tiger Cub and being firmly rooted in Gloucestershire, I never thought that one day I'd be riding the bike through the beautiful countryside of the North Lake District. But on Saturday 19th February I found myself at Hopes Auction Mart in Wigton, 10 miles or so southwest of Carlisle, waiting for my 08:18 start time for the Northern Classic Trial.

It all came about when Russ Clarke mentioned he was keen to do 'The Northern' in his Troll and asked if I was interested. 'You can strap your bike onto the front of the car trailer' - it was an offer I couldn't refuse! The plan was to travel up on Friday, but storm Eunice was forecast and there were warnings of severe conditions. We even pondered if the trial would actually run if the weather was as bad as forecast.

Undeterred we set off late morning, the M6 was a bit lively with strong

so it's not difficult or expensive for others to fit the same, it's for your own good and minimises damage to the car so well worth doing.

Once again, the start finish venue was Wigton Auction mart which is a fantastic setup manned by very obliging staff and only a few miles from some farm lane type sections before meandering along country lanes to the bulk of sections in the forests near Bassenthwaite Lake

I cannot believe just how much work was done by so few on the organising committee, I hope those in the headquarters of MSUK recognise the achievements of them all and reward them in some way, they certainly deserve it.

sidewinds and plenty of debris scattered around. The Manchester ship canal even had white water breakers - more like Hawaii than Manchester! By early evening we arrived at the very pleasant Greenhill Hotel just outside Wigton - a lovely Grand old manor house type hotel set in in its own grounds, well recommended. First stop was the bar to sample some local hospitality.

So back to Saturday morning and the start at Hopes Auction. Out of a field of 35 bikes there was a good entry of 10 British machines ranging from a very standard looking Bantam on 18" wheels to some nice purposeful big singles & a twin, a good day's competition looked on the cards.

A short cross-country run took us to section 1, Carlisle Gate Lane, a rutted track with a very slippery slightly cambered start. As all of the sections were new to me it was a case of picking a line (or a rut) and hope for the best, sometimes it worked, and others were a lesson learnt. It set a pattern for most of the day, some sections gave a good view from the start line whereas others were virtually blind.

A 12-mile road section took us through the wonderful scenery of snow topped Skiddaw and Bassenthwaite Lake and into the woods for sections 2 & 3 (Pheasant Plucker and Seth Murphy). This was where the entertainment really began, neither were very steep but both were extremely slippery, rutted, cambered, woodland tracks. Seth Murphy was particularly deceptive, a short, straight, relatively flat but undulating track which at first glance didn't look to be too much of a problem. But the undulations, adverse cambers, ruts and mud made a lottery of picking a good line and if you get it wrong there is no second chance. I decided that some momentum was needed and as neither section was particularly steep, 2nd gear would be the way. Clean on both was a great result.

A 5-mile road section brought yet more of the beautiful landscape around Skiddaw and Bassenthwaite - absolutely stunning as the sun made every effort to light up the vista.

The next 7 sections were all in Forestry England's woodland, the first 6 being fairly open gravel and dirt tracks with a few restarts thrown in for good measure. All relatively straight forward, though it would be easy to make a mistake if you weren't paying attention. The sting in the tail was the last of the group, section 10 (Kestrel's Roost), the description was 'easy gradient but steep at end'. It was a short section & all you could see from the start were two fairly flat but deep muddy ruts disappearing to the right. But when (or if) you got round the right bend you were confronted with what seemed like a near vertical wall of 2 muddy ruts. A bit more speed was needed but the poor Tiger Cub ran out of puff at the 5 marker. Ironically, as there was nowhere to turn around, it was harder to get back down the section than it was to get up!

Sections 11 & 12 were revisits to sections 2 & 3 (now called Pheasant Plucker's Son and Seth Murphy's Son)

and as all of the cars had been through, they both resembled a scene from the Somme. Suffice it to say there were plenty of marks lost this time through. A 10-mile road section (more stunning scenery with blue skies & sunshine) took us to the penultimate section, which was a straightforward reverse direction run through section 1 - though this time with a restart.

It was then off the grand finale section 14 - 'Sandale'. There was a short delay at the start and general discussion among riders suggested it was not too steep, but the top of the section was very boggy (or 'clarty' as they say up north), so a bit of speed would be helpful. From the start line you could only see about 20 metres of the section which disappeared to the right. It was a bit disconcerting when a few bikes in front of me shortly returned back down the section, some even getting into difficulty before disappearing from view!

Nothing else for it, 2nd gear, look up and keep moving. It was all going well until the 'clarty' bit near the top, I was determined to keep my feet up, but the boggy mud (clarty) was slowly sucking the life out of the Cub, with a lack of momentum we had a gentle flop sideways into the undergrowth - much to the amusement of the onlookers. The Cub fired up again and a paddle out of the top brought some ripples of applause - many thanks.

The route back to Wigton took us over Catlands Hill and views of the Solway Firth to Scotland were absolutely stunning, clear blue sky and warm sunshine - far removed from the weather disaster that storm Eunice was promising! Many thanks to all at Fellside Auto Club for a very special day. I hope the event ran successfully and your endeavours to put the event on were rewarded.

Would I do it again? Absolutely.

Northern Classic Trial by Roger Morris

Myself and my wife, Linda, travelled from Stafford to Cockermouth on Friday 18 February, in my son's van, with the Kawasaki KL250 in the rear of said van. It was extremely wet and very windy, so slow going! After a good night's sleep at the Travelodge, it was an early start on the Saturday, for the half hour drive to the start at Hopes Auction site at Wigton. Linda would be spending the day with our daughter who lives at Maryport.

On arrival it was still dark, dry with no wind!! After all the preparations had been completed it was a beautiful sunrise, and the car park was buzzing with car/motor bike competitors, getting ready for the off!! Pre-trial breakfast was available, which was welcomed by many. Thank you. The start time was 08.00, with one-minute intervals, so after a short wait for 08.12 'Have a good day' from the start marshals I was off! A lovely ride through the lanes to:

SECTION 1: CARLISLEGATE LANE The lane is only a slight gradient, but one side is higher than the other with a trough on the near side, not good for motorcycles. A steady rise through to the 'ends', all OK. Another half mile off road to a farm and tarmac again to join A595 left to Bothel. Left at A591 and first right, I am enjoying the clear views and sunshine, on to:

SECTION 2: PHEASANT PLUCKER Near St Barnabas Church, in a private woodland just off the lane. After a short wait it was my turn. Off a forest track, right, through a ditch and up a hill round a left bend to the finish. All OK. On marshal's instructions 5 riders return downhill to the start, and then half a mile to:

SECTION 3: SETH MURPHY The route book restart was cancelled. This section

was a narrow fire break between the trees, only a slight gradient with a lot of wet moss. I did not pick a good route so ended up stuck - 7 points gone, and a 'pull out' by the marshals required! Back to the start of section & a quarter of a mile to the:

OBSERVED TEST 1: BIG WOOD Instructions were start on Line A, stop astride Line B, through C D B C D, stop astride A, basically a mini island, it was slippery but no penalty for footing. Wheels just locked up under breaking, so some riders were penalised 6 points, but all OK for me. Return to the forest exit for a 5-mile ride to Wythrop Forest and a group of 6 Sections. It should be noted that Cumbria Blood Bikes were assisting, thank you to all. A speed limit of 15mph was sign posted and observed throughout the forest. This was not a problem; it was good to enjoy the mountain! A one-mile forest road to:

SECTION 4: ROUTEN ROMP This section climbs for 3/4 of a mile with a restart 'stop astride the line', and a short, sharp up hill to the finish, high up on the mountain, all OK. A quarter of a mile to:

SECTION 5: OSPREY'S LAIR Uphill start, levelling across hill side before sharp left turn up hill for 100 yards very steep to the end of section. This is a dead end, stall bike to stop it rolling back! Turn round and return 100 yards and left for exit. All OK. A mile ride down hill, a great view of Skidaw, snow on the top and Bassenthwaite lake below. We are known the lower road in Wythrop Forest running parallel with the A66 looking over Bassenthwaite lake to:

SECTION 6: FALCON'S CRESTA steep up hill to a left turn still climbing back across the mountain which has been cleared of trees. Dave Cook was taking photographs, thank you. Turn at the top to wait for clear road to return to the start and on to:

SECTION 7: WHERE EAGLES DARE A queue here so had a bit of a wait, it has been snowing for about 20 minutes, but the sun is now out again. I rode the section all clean, no problems. Now onto:

SECTION 8: LOTHWAITE SIDE I do not remember this section! It appears I had no penalty so all OK!

SECTION 9: BIG COCKUP Uphill start levelling/undulating track through trees. All clean, all OK. A short ride to:

SECTION 10: KESTREL'S ROOST This is a ride and return section, but I have never seen the end!! No-one made it on a motorcycle!! My effort came to an abrupt end by crashing for a score of 9!! Thank you to the guys who picked me up! I ride one & half miles to the forest exit, right to Pheasant Inn. Here is a cafe that has purchased the steam engine which starred in the film 'Murder on the Orient Express'. A great sight to see a complete train with nowhere to go!! Straight over the A66, turn right past the Brewery (no stopping!) to arrive at:

SECTION 11: THE PHEASANT PLUCKER'S SON I am now back at Section 2, to be ridden again. It has changed quite a lot since this morning as over 30 cars have attempted to climb the section, so only mud to be seen. Owing to the lack of traction, 8 more points lost. Return past the start and onto:

SECTION 12: SETH MURPHY'S SON This section had been used by cars, so no grip available. Twenty feet in I lost control and crashed, more help required to pick me up, thank you again to the observers! Back to the start of section OT1 100 yards for OT2:

OBSERVED TEST 2: BIG WOOD STRIKES BACK This is also the second visit here. The bonus of having to queue at section is watching other competitors' efforts! In this case a guy on a very

original/road going BSA Bantam on opposite lock, speedway style round the marked test. We all enjoyed that! The instructions were: Start on line A, Stop astride B, Through C, Stop on D, Through B C D, Stop on A again round A mini island. This was observed and timed. I completed this all ok. Ride out of the forest, now heading for Wigton, via Kilnhill, Uldale, Ireby, Sandale, Bolton New Houses, with two more sections to complete:

SECTION 13: SOLWAY VIEW A reverse of section one, Carlisle Gate Lane. Fred Mills as starter, restart here for all. Cars had been through here but did not cause any problems, relieved to get through with no penalties, what can go wrong now?!! Now on to:

SECTION 14: SANDALE We had all arrived early, so section not yet open. Time for a chat & chocolate bar. Refreshed, time for my attempt!! This is uphill, wet lane, I got cross rutted 100 yards in and came to a stop, 10 more points to add to my score!! From here on I legged the bike onwards and upwards! Two marshals heaved me out and on to the tarmac. I was absolutely shot; do I need this at my age of 74?!! Now it is five miles to the finish. The bike has not been running well with the fuel tap on main tank, so have been running on reserve OK. Unfortunately, the bike ran out of fuel 2 miles from the finish. Another competitor stopped, and so did his wife who was in a van, who gave me some fuel, so thanks to them I was soon on my way to the finish. A great day, a great trial, with views in the sunshine all over the Solway Firth to Scotland. A delicious Roast Beef meal awaited me at the finish. Thank you all to all the caterers. Thank you also to the Club, for a wonderful day, come and give it a go! The event was won on 14 points, well done! I finished 4th in class B2 on 44.

The 2022 Chairman's Trial by Chris Barham

Being the first trial, I entered when getting back into classic trials I've always enjoyed the Chairman's Trial. This year was still enjoyable with a new route, some familiar sections, some new ones and thankfully the weather gods shining down on us all.

The bike was loaded Saturday evening and the trailer lights tested etc. Nothing, dead as a dodo! First time I'd towed with this new (to me) car and no power was getting to the socket, so I had the fun of re wiring the trailer socket in the dark. Good start to the weekend - Ha Ha.

Sunday morning the weather was looking promising as I rolled into the start venue, plenty of time to chat, grab some breakie and dish out some little trophies I'd finally sorted from the previous year's Exmoor Trial! Better late than never as they say. Due to lack of fuel stops on the route most of the bikers handed fuel cans to Bonham to take to the lunch break. Good job he doesn't smoke with that much fuel in the back of his van in various containers!

The first section of the day was a special test, a zig zag course around a flat but wet field. I took it easy not wanting to drop the bike that early in the day, others were more spirited and Tom's KTM outfit covered me in mud when he left a huge roost as he left the line in front of me.

On then to Sutcombe, quick chat with Anna on the start line and up the rocky climb. God the front forks were topping out on the BSA, knocking like crazy. Putting a thinner fork oil in was a mistake I'd have to tolerate all day. Norton was at the top of the section and heard it coming up the hill!

Nice climb though and onto the first of many field sections. The first was nice but once past the end boards the bike felt and sounded wrong, really loud which made me check the silencer was still in place. But the notable lack of power when tackling Craig's Climb, and failed, let me know immediately the timing was out! It was a long slog pushing a lump of British Iron up that field where Andy had told me to chat with Craig Jennings at the top of the field. The guy was a true star and lent me the use of his workshop to strip down the timing side of the engine, the crank nut was loose and the electronic ignitions rotor way out! Re set the ignition timing, awkward as I hadn't any glasses with me and the old eyesight ain't as good as it was! All sorted though and the bike fired up sounding sweet, timing side cover bolted in place on and I was back on it.

I was mixed in with the cars by now and way behind time. Entering Hackmarsh, the road was blocked with trials cars who all kindly let me through, moved some branches for me and let me get to the front. Cheers guys well appreciated. I speed up the section only to have a stupid dab at the top, was I past the 1 board, don't know, the results will show? There were still a few cars in front of me as we headed to Cutcliffe Lane, Aaron kindly let me past as he totally forgot to turn left just past the Westcountry Inn, and Paul Merson waved me past before the section. I knew I must be ahead of the cars by now as motorcycle solo diversion was still in place as I went up the section for a clean.

Onto Putshole via a slightly different route and 2 of my favourite sections and 2 of my least favourite! Putshole 1 and 2 where climbed easily with plenty of grip and some familiar Marshals in attendance. Even had time to chat to Eric about Marshalling on Riverton, Easter weekend for the MCC. Linton field looked a bad as ever, bikes trying

various lines to desperately find grip. The 2 stroke enduro bikes had the power to get through the mud but the 15 odd horses the little BSA belted out had no chance! I rely on luck and good old British 4 stroke stomp! No chance on the first section and didn't even make it to the bottom of the hill. Linton Field 2 I took a tight line that no one else had used and found grip for about 3/4 of the hill. I'll take that and was quite pleased with getting that far up.

Onto the mid-day stop. I arrived 5 minutes before I was meant to leave so grabbed a coffee, topped up the fuel and headed off quick. Only to sit at the Special Test for ages! A quick blast up to a line, roll back and stop astride line C. With a flat rear tyre! My First puncture for years! But running the Tubeless system I was able to carry on with a few pumps of air added when the tyre was completely flat, it makes for interesting handling, speedway style and plenty of wobbles but the C15 soldiered on. Stephen behind me on his Matchless said it looked "interesting" to say the least. Normally a squirt of tyre weld does the trick, but guess what wasn't in my tool bag!

I wobbled onto Woodford Wobble and cleaned the field climb. I dreaded to think how these field sections where going to cut up for the cars and they must have suffered on them!

The next 3 sections where all together, Orchard Rise, Lamberal Splash and Mill Track. All offered good grip especially off the line on The Rise as it was Alan Keats turn to cover me in mud as he nailed it off the line! Mill Track got me though as I dabbed near the bottom, bit of a daft dab but that's the way it goes at times.

We rode on then to the next group of sections and managed to get lost. We all blame Alan as he was in the lead but through luck, we found the sections.

Leigh woods was for solos only, a drop down then very steep climb out. Loads of grip, well I was on about 2 psi in the rear tyre, front wheel in the air and a clean climb. Onto Leigh Woods as Steve Urell headed up the section as Alan came down it! Oops, Steve done a fast U turn and had another attempt at the section. He shot off the line and showered me in mud! I should have learnt by then not to wait behind an outfit. Again plenty of grip on the climb but too much at the top as the front wheel came up and I dropped into a rut, another foot down! Then to Gullijohn and thankfully the deviation off the side of the climb wasn't in place. A lovely blast up, I watched Stephens Matchless come up after me and he just ran out of steam just by the end and dropped a single mark there.

Old Rocky next and knowing that hill the soft rear tyre got a fair whack of air pumped into it, didn't want to split the tyre this close to the end. Lovely climb, Rocky as the name says and those bleedin front forks clunking over the rocks! Last section, Roly Poly, is normally the first section and is a straight climb with a few rock steps. Nice easy climb to finish what was a really enjoyable day, despite the few mechanical issues and a rear puncture to boot.

Off to the finish and the cafe was open for us, so many of us grabbed refreshments which was really welcomed. Tales of the day exchanged, then the bikes were loaded, muddy gear changed out of and all of us wandering around looking for Bonham! Where's our fuel cans lol. Fiver each on eBay maybe Ha Ha Ha ..

Many thanks to all the Holsworthy team involved in organising the day, really enjoyable as ever and still one of my favourite events on the trials calendar.

Cheers guys.

Chairman's Trophy Trial by Dave Haizelden

This year saw the inclusion of the Chairman's as a fully-fledged ACTC championship round for the cars. The Chairman's first ran in 1967 the year after the club was formed. This year a very healthy 95 competitors gathered at Holsworthy cattle market for signing on and a generous breakfast, unusually for Keith Sanders there was no sign of the red Scimitar, turns out he had to take a 50-mile detour to pick up his navigator's paperwork. Opposite the start was a very smart looking Mk 1 Escort Mexico, this was the very car the late Bill Vanstone bought new from the Ford dealer and went out on the 1972 Land's End trial.

After sampling the breakfast, we set off for the Special Test Chowwills, on entering the field we saw several cars being recovered with a digger, the ground conditions were getting steadily worse. Fastest time of the day went to Paul Merson 34.43 who was also the first car!!!! Quickest saloon was James in the P205 with a very quick 37.97.

After Sutcombe, just down the road we entered some new fields where we came across two new sections, Prances Prance, a steady climb from the bottom of the field which yours truly failed with a 3, lack of ability. Only Nick Deacon made it up in the X90 class but was to blot his copy book on the hill next door, Craigs Climb which he failed to turn and picked up a 9. With Brian Hampson cleaning the hill he took the lead in the class. Next was Hackmarsh with a Restart which did not trouble the scorer.

The fearsome Cutcliffe Lane high up on the North Devon coast was next, with a Restart for classes 7 and 8 and a higher start line for classes 5 and 6. Paul Merson was first to take on the Restart and didn't move costing him his only

points of the day. Roger Hancock assisted by Ian Cundy had a senior moment when pulling away then stopping at the next start line costing them a 12. Charlie Merson showed the old man how to get away along with Aaron, Josh Moss, Duncan and Stuart Bartlett all still clean.

Putshole 1, with the unusual site of numbered markers on both side of the hill, yours truly lost site of the 3 marker and drove the wrong side of the tree and got the car well and truly stuck, then came about 20 marshals and competitors to man handle the white Scimitar back onto the track. Very surprising failure on the Restart was Duncan, who can still be heard revving the Fugitive as I write. Matt Johnson advised me not to go near Duncan for about a week to let him calm down!

Putshole 2, its neighbour, was proving very tough with the top of the hill not visible from the road, and still not for me after a dismal attempt, I'm blaming Keith who helped me set the tyre pressures on the new spare fitted. Nick Deacon was the only car from classes 1 to 7 to clean the hill, great climb Nick, will soon have you back in class 5. Arnie Martin dropped his first point here but watched him take a line to the side of the ruts to keep the diff from dragging, great driving.

Around the corner is the dreaded Linton field with its monstrous deep ruts, only seen worse ruts on the Torbay. Linton 1 saw Charlie Merson drop his first point of the day leaving Stuart, Josh and Aaron still clean, Linton 2 saw the cannon of Josh Moss attack the ruts on full throttle but lost the battle at the 10, the rest of us pondering what we were going to do. Aaron with Jack Selwood beside him powered the Deere straight through the ruts to clean the hill along with Stuart, they both remained clean. Unfortunately for Stuart the cannon dropped a cylinder, later to find he had bent a valve and his race was run.

After the rest halt was a new section Woodford Wobble, a grassy climb with an artificial chicane, with grass not my favourite and more ground lost to Keith. Looking at the results only 3 cleans from the saloon's Inc. James and Mike Greenwood in the FWD.

Off to the next 3 hills all located in the same farm, Orchard Rise was first, a 90-degree corner on slippery mud exiting into the field with a Restart for 7 & 8, Aid and Judy were marshalling. Most of the restarting cars got up ok, but the lower classes struggled on the slippery mud surface, Arnie continued building a lead over Colin Jeffery with a clean to Colin's 2. Nick Deacon again the only X90 clean, a surprising failure was Gary Browning with a 3 in the class 6 Beetle.

After returning back down the hill we carried along the track to Lamberal Splash, overseen by Dave and Anna Robinson and Norton on camera. If there is one thing the Scimitar does not like is the very tight corners, true to form we drove into the bank for a 10. Will be in touch Norton for the copy of the film footage. Paul Watson in the Imp was still running, Yes still running and cleared the corner and the hill along with all the class winners.

The final hill here which was marshalled by the Rippons was Mill Track, a careful entry before hitting the loud pedal before an ever-steepening climb. Not many made it to the top, class 7 saw Phil and Fran Thomas along with Ray Ferguson exit the top clawing back some points on Nick Aldridge in the Smart who was setting the pace.

The final 3 sections were at Jewels Farm, Leigh Woods which was run different than in previous years with the hill further along the bed of the river, the start line and bottom corner were getting chewed up for the later competitors. Brian Hampson took a very unusual line and demolished most of

the scenery before returning to the hill aka John Cox style. The ruts proved too difficult for the Escorts but still managed impressive 2s. James got the P205 out the top, which was a very impressive climb, Dave Carter was not far behind with a 2.

The next section, Gullijohn, was to witness James driving at his finest, 6000rpm wheels spinning smoke billowing for an 11, somebody forgot the handbrake!!!! I got to witness Charlie Merson attack the hill, the power was phenomenal, and the car was still accelerating at the summit, great climb.

Gullijohn proved too steep for the lower classes with Gary Browning the highest with a 3, which won him the class and 6th overall. Arnie dropped his biggest score of the day a 5 but still had a comfortable win in class 3 over Colin and finished 5th overall. Nick Deacon wrapped up class 90 but Brian Hampson is getting closer. Class 7 went to Phil and Fran Thomas in the Melos seeing off Nick Aldridge in the Smart.

The class 8 award and overall Chairman's trophy went to Aaron in only the 2nd competitive outing in the Deere with the only clean sheet of the day. 2nd overall was Paul Merson on 5 points and 3rd was Duncan also tied on 5 points. Matt Johnson and Emma Wall came 4th on 9 points in the Troll.

Many thanks, to Andrew Seward and Holsworthy Motor Club for a great day's sport.

Chairman's Trial by Keith Sanders

The day didn't get off to the best of starts, we got nearly 20 miles away from home when my passenger realised he'd left his Comp Licence and Club Cards in his car outside my house! A quick turnaround (well, quicker than it should have been when towing a trailer) and we arrived at the start venue approximately 20 minutes before our start time. Once scrutineered and signed-on we had about 10 minutes to grab our bacon butties with cup of tea and head back to the car. While I attached the competition numbers to the car my passenger placed his full beaker of tea on the centre console armrest, then while getting into the car knocked it over with full contents landing on the driver seat!

The Chairman's had attracted 90 entries this year, probably helped as this Trial is now an ACTC Championship round, not sure if that's a record for the Chairmans but it's certainly the highest I can remember. It was also great to see Class 3 being well supported by Escorts again thanks to Phil Parker, Arnie Martin and Colin Jeffery coming out to play.

Off we set at our scheduled time and shortly arrived at the Observed Test. This was basically an enormous "S" taking up the whole field and by the time we got there it was so muddy on the first corner that a Digger was being used to recover stuck cars! After watching a few cars our line was picked and was mostly executed in 2nd gear to give a respectable 44 seconds.

Our first Section was Sutcombe Hill which nearly everyone will know from the Lands End Trial. Restart all classes on the rocky bit but there was plenty of room to find a good spot so nearly everyone went clean. After a short while we arrived at the next pair of field

Sections Prances Prance and Craig's Climb. A couple of innocent-looking Sections but marked out so they had a pinch-point which grabbed points. At the first it was the Restart area, the second was the sharp left-hander just after the start line which caused some people to find themselves beached astride the right-hand bank.

Hackmarsh was next and was a clear run for most, then it was the infamous Cutliffe Lane. Here the Start Line for Class 5 was around the corner and part way up the hill. We got away and picked up momentum, but I made the mistake of backing-off a little around the Restart area and therefore ran out of momentum at the 1 board, I won't be doing that again!

Next up were the Putshole and Lynton Field Sections where quite a queue had formed. Putshole 1 & 2 were running ok, but Lynton Field was causing issues for Class 8 with less than half the class going clean, the rest getting stuck in the deep wheel tracks. When it came to Class 7 it was proving difficult to get cars moving downhill, so the hill was cancelled for Class 7 and below. The Dave Haizelden in the white Scimitar took an alternative scenic route on Putshole 1 and ended up backing down and getting stuck against a large tree. Once man-handled away he was able to reverse to the bottom of the section and managed to find the biggest hole possible to stick his hack wheel in!

Woodford Wobble looked like a fairly benign S-shaped field Section, but I've been caught before failing on something which looks easy! I therefore let out plenty of air and a clean was achieved.

Following a short drive we arrived at the trio of Sections, Orchard Rise, Lamberal Splash and Mill Track. The first was dispensed with without issue, the second was all about getting around the tight corner after the start (which we

did!) and the last has always stopped me while the other Scimitars have gone clean!

To finish up the day we had Max'd Out (a variation on Leigh Woods) which we cleared ok, Gullijohn where I scored a 6 when I should have got a 4, and finally Old Rocky with a Restart all classes and only stopped a couple.

Congratulations to Aaron Haizelden in the recently developed Deere Special - the only car to go clean! Also, congratulations to all of the Class Winners for their achievements.

Finally, a big thank you to Holsworthy Motor Club for putting on a great event and organising sunny weather too!

Holsworthy Chairmans Trial 27th February by Roger Ashby

I have to say that in the days immediately before the event I wondered what right I had to be there enjoying myself in a self-indulgent activity when in Eastern Europe people were dying trying to retain their independence. But what if I didn't go what difference would it make? Yes, thought provoking but I ruminated and decided to attend and what a brilliant event it was.

Sadly, I left the write up for a couple of weeks, so my memory is even more stretched than it normally is, please accept my apologies if I have confused memories of some of the sections!

I was accompanied by Peter Browne as Alan was away supporting son Ben in some exotic location. All the people who passenger with me are good fun and all bring something different to the party, with Peter apart from local knowledge which is helpful, we have this shared thing of memories of the GPO/BT/Royal Mail etc that we talk about a lot, unfortunately this can sometimes be a distraction (more later).

The start was superb being at the Cattle Market, loads of space on hardstanding and a café, scrutineering was quickly accomplished, old friends spoken to, I had a long chat with Rob Holden the driver/pilot of the red BMW estate car.

We had a discussion about springs and the fact that Faulkner's had made one off springs to his specification, he then remarked that the spring costs were about equal to the purchase price of the car, if you have never seen him and the car in action look out for him, known to some as "Big Foot" his style is to say the least exciting with the rev limiter often in operation.

Starting the event, the first encounter was the Special test at Cholwills, I had seen a video before the event with a bike tearing round but did not fully appreciate the test until we saw it. The first impressions were of a deeply rutted and very muddy Autocross stage, this was compounded by the two or was it three agricultural vehicles trackside to recover those who got stuck, as almost the last runner the mud could not have got any worse. We watched as two or three competitors had to be towed out, just being unable to "maintain forward motion", I do however seem to recall an Escort on full chat getting round albeit with much spinning of wheels. Then it's our turn, we have discussed lines and an approach, with the big wheels and ground clearance we should not get stuck, but we go for the tight lines on the fresh grass or the wide lines again on the fresh stuff, we get round without stopping, I see from the results that we did it in 48.5, not wonderful but reasonable.

Then to Sutcombe, a hill I remember from before, it seems smoother and I

Philip Thomas on
Stoodleigh Rise



Exmoor Trial

*Photos by
Peter Browne*

Waiting for Porte
Farm



Christopher Adeney &
David Pearson, Morgan +4

Land's End Trial

*Photos by
Duncan Stephens
on Crackington*

Tom Jones & Brent Knoll,
TJE Snipe



Stoodleigh Steep



Land's End Trial

On Great Grogley

Paddy Tyson,
Beta Alp



*Photos by
Dave Cook*

Nick Williams,
Class B,
Beta Alp

William Howe,
Snr and Jnr,
Wasp Outfit



Launceston Trial

*Photos by
Duncan Stephens*

Jack Selwood on
Through the Trees



Alan &
Patrick Keat
on
Through the Trees



Gareth White on
Zak's Track

am sure there was a bigger rock step towards the end, we cruise up without too much of a problem and the restart must have been ok!

Prances Prance as I recall was the first section in a field, again there were more awesome pieces of plant in attendance to pull out those who got stuck. The section dropped down a hill then there was a sharp right turn, it was quite cut up by the time of our arrival, we dropped down, made the turn where we had planned and were unable to get past the 7-marker. I was a bit disappointed by this and the pleasant marshals let us try again on a no score basis, again I could not better 7 and still do not know why.

Craigs Climb was next in the same field and looking very slippery, I did not expect to do very well, but the little car chugged up the section with apparent ease. Then, to Hackmarsh, a stony lane with a restart on a tight left-hand bend which we cleaned.

At Cutliffe Lane I seem to recall a long descent to a holding board where we waited for some time before being called forward. This time was spent gainfully in chattering about nothing in particular, then it was time to go, we shot off but could not get further than 6, even the observer, Andrew Rippon, was surprised and said he expected us to cruise up, I then realised we had been so busy chatting we had not lowered the tyre pressures!

Lesson learnt and on to Putshole 1 where we get to the 1 but just cannot ease it any further.

Putshole 2 I cannot recall but we stop at 5, then in Linton Field neither section is in operation so we keep going for Woodford wobble, which again as I write I cannot remember but we achieve a 2.

Next is a group of three sections, Orchard Rise, a climb in mud, the best we can achieve is a 6.

Lambert Splash, a clever section but very muddy, we meet Norton Selwood who gives us advice on the "right" line, it must be good as we charge through it.

Then its Mill Track, we are probably the last to attempt it, it is cut up and slippery, from the start we immediately left up steep climb and can only manage to get to 10, when I did this in 2019 with not so effective tyres. I got to 5 or thereabouts! Max'd out was dropped due to time constraints, and we press on to Leigh Woods where there is a long delay, it appears someone was stuck and there was difficulty moving the car.

Leigh Woods is a blast up mud through trees, it seems to stop a few and there are minimal cleans, we go for it and are delighted to score 3.

Gullijohn is a morass of mud on an unforgiving slope, we do what we can but are disappointed to stop at 7, we are boosted when the marshal tells us we have go further than most.

The Old Rocky, the start marshal advises there is a deviation that is being missed by others and to concentrate on the markers, we get the off and go for it, we see the route and are getting grip we are delighted to clean the section

Roly Poly the last section is cancelled, and we crack on for the finish, it has been a hard but safe trial, the car has gone well, and Peter and I have had a great time.

A big thanks to all the organisers and marshals, we will be back for next year.

North Devon Exmoor Trial 2022 by Brian Alexander

My first experience of the Exmoor trial was way back in 1993 when, with my wife Eileen, I ventured down to the West Country from Hertfordshire while further investigating the ability of my pretty much standard Fiat 850 in ACTC classic trials, having met with surprising success in our very first MCC trial with a silver medal in the Edinburgh.

We booked in at the famed Beggars Roost Hotel where we were befriended by the great Peter Treliving (sadly soon afterwards deceased) His highly competitive RTC Austin Seven was the one now campaigned by Emma and Eric Wall.

The Trial itself proved a daunting experience demonstrating that to be in any way effective the Fiat would need more ground clearance and lower gear ratios (not to mention a more capable driver!) Witnessing a Ford Escort seizing its diff in the middle of a ford and seeing it changed in a fast-flowing stream at least three inches deep while the rest of the entry waited to tackle the section made a lasting impression and made me realise that West Country triallists were altogether a different breed!

Fast forward 29 years and we don't seem to have really achieved very much apart from replacing the Fiat with a Suzuki X90, although this generated so much interest and they have become so popular that they have been given a class of their own, for which I seem to have been accredited the dubious honour.

However, no-one, least of all myself, really anticipated that they could compete with such as the Reliant Scimitars in class 5. However, in the Exmoor the amazing Nic Deacon has done just that, his score of 17 points

actually equalled that of class 5 winning Keith Sanders' Reliant and I point ahead of the formidable Dave Hazelden car and of course completely outclassed the opposition in class 90, in spite of the latest epidemic of supercharging, which although dramatically increasing the power output seems to produce significant problems in how to handle it.

Windwhistle's irrepressible Neal Vile is the latest enthusiastic recruit to the supercharged brigade and his X90 was the centre of much attention in the paddock. However, he was apparently finding that the control of all that unaccustomed power needed a steep learning curve, which the trial results were to confirm.

After a longish spell of dry weather, the heavens opened up on the eve of the trial and transformed many of the sections into mud baths, giving he organisers many unforeseen problems. The first three sections at the excellent new (to me anyway) Porte Farm start venue were particularly affected, most cars in classes 6-90 failing even to reach the 10-marker, although Nic Deacon cleaned all three. Where does he get all this grip? Section O.S 4, Loxhore Cottage however was something of a breeze, providing a much-needed restoration of the morale, stopping only the Mercedes C200 of Bob Bullard who was to struggle valiantly all day, to well deserve his finishing certificate.

The North Devon's Special Tests are always an example to other clubs of how they ought to be and the one at Stoodleigh (ST1) was no exception, a tortuous circuit round a tree with near figure of eight configuration and extremely slippery off camber slopes. This produced times between 22 and 109 seconds, with few if any ties. Fastest time here was achieved by Paul Merson in the highly effective class 8 Shopland with 22.43 seconds.

The Stoodleigh complex proved exceptionally slippery and the awkwardly placed Restart on Stoodleigh Stream, (O.S 5) presided over by David and Anna Robinson caught out quite a few including surprisingly both supercharged X90s although we joyfully cleared it as did Stuart Holton in the other "normal" X90 with whom we battled all day to finish on the same score (although a very high one!)

Corner Climb (O.S 6) was so sticky that many, including ourselves had to have assistance even to continue up the track to the next section, Stoodleigh Rise (OS 7) where after dropping into a deeply gullied stream we struggled to a 7 on the steep climb out. OS 8 Georges Bank had become a quagmire and with everyone unable to pass the 12-marker, was wisely neutralised by the organisers.

On Stoodleigh Steep (O.S 9) we just reached the Restart to score 5 as apparently did both blown X90s.

Next came Riverton (O.S 10) the well-known Land's End section, always enjoyable, probably not so much of a challenge as it once was, but nevertheless a much-needed morale booster to claim our second clean of the day.

After this a welcome break was on offer at Woodside Garage, now one of the very few places to find fuel on Exmoor, where the old A361 (now B3227) joins the new one, east of South Molton.

We now moved on to the Holdridge complex of 3 sections which provided a headache for the organisers as cars became bogged down in near impossible conditions and blocked the sections for the rest of the entry. Only one car cleared O.S 11, the rather unlikely Mercedes of Bob Bullard, which must have made his day, the rest of the entry failing to clear (or even reach) the restarts. O.S.12 caused even more

carnage. Although Joshua Moss and Stuart Bartlett achieved a clear, few other cars could get near this and only Nick Deacon from the X90 brigade could manage less than a 9.

The immediately following O.S 13 was even more impossible and was causing so many problems in backing up the preceding sections that it was sensibly abandoned. Full marks to all the officials in coping with the unexpectedly difficult conditions.

On to O.S14, the notorious High Bray, a car breaker if ever there was one. All of class 8 were clean however, but only the two Reliants and Nick Deacon's X90 from all the other classes were successful, everyone else failing at the restart with the exception of Peter Hart in the all-conquering class 7 Marlin who managed a 3.

After a wonderfully scenic run over the wilds of Exmoor and through the delightful Brendon Valley we arrive at the (very) muddy Floyds Bank, O.S.15, today in one of its slipperiest states. Only early runners Paul Merson and Joshua Moss in class 8 could reach the top. In the other classes Keith Sanders and Nick Deacon got to the 4, Peter Hart and Andrew Rippon (class 6 Beetle) managed a 5 as did Ken Greenfield up from Kent in the X90, (with the great Duncan Welch unfamiliar as a passenger) the rest of the entry doing well to achieve a 6. As for us, having thoughtlessly applied the footbrake in reversing back down, our X90 slid backwards into the ditch and was only recovered by the efforts of Norton Selwood's team of marshals who ingeniously managed to pull the front round through 180 degrees on the slippery slope to face back down the track!

O.S.16 Cross Lane soon afterwards, is a straight blast up a very muddy rutted track and seems to have presented few

problems for most, but as the steepest bit is at the beginning, failures were highly punitive for later starters, including us, as the ruts had become so deep.

A very interesting and challenging lane route now led us out to the A39 and familiar Land's End territory, to the hallowed Beggars Roost, now with bags of grip, not nearly so much of a challenge as we found it back in 1993, but a satisfying way to complete what had been an extremely enjoyable, if challenging, and exceptionally well organised event encompassing some of the best scenery Exmoor has to offer.

Well-deserved congratulations to North Devon Motor Club for another great trial.

Class winners: -

Class 1 David Carter, Peugeot 205 GTI
Class 2 Roger Ashby, Coates Orthoptera
Class 3 Phil & Francis Thomas, Ford Escort
Class 5 Keith Sanders, Reliant SS1
Class 6 Andrew Rippon, VW Beetle
Class 7 Pete & Carlie Hart, Marlin
Class 8 Stuart Bartlett, Cannon
Class 90 Nick Deacon, Suzuki X90

Best overall car
Joshua Moss/ Phil Tucker, Cannon

36th Launceston Trial by Dee Champion

This trial was held on the 20th March 2022 in Lew Woods, which was a single venue. The day started with lovely clear blue skies leading you into a false perspective that it was going to be a warm day, with spring just around the corner, daffodils flowering by the roadside, but there was still a slight chill in the air.

The track leading into Lew Woods, which to be honest felt like a section, had the steepest climb with an uneven gravelly dirt track and lots of potholes to avoid. I must admit it was quite a challenge when pulling a trailer. Once in the woodyard, where all the competitors congregated, we had time to grab a bite to eat from the onsite catering. Adrian Booth was waiting to scrutineer the cars & bikes.

The turnout for the trial with over 60 entries was a welcoming sight considering the price of fuel at the moment being considerably very expensive, but nothing will stop the competitors enjoying themselves on a

beautiful Sunday in the woods for some dirty messy fun!

Jack Selwood had the privilege of driving Dean Partington's DP Ford, which he has spent two years doing up, as he already had the chassis, a very classy car. Jack's passenger was Matt Chater and I'm not sure how these two managed to squeeze into their seats as it's such a small class 8. Jack is one to watch climbing the hills as he makes it look so easy, he's as cool as a cucumber as he glides up the sections. He usually navigates for Aaron or Dave, so he has learnt from the best! And of course, both his parents.

So today Abbie jumped ship, she had the chance to navigate for Aaron in his class 8 Deere Special competing against Jack in class 8. So, with both Dave's navigators supporting class 8, poor Trina Selwood who usually assists, or Norton were both poorly with the dreaded Covid, so that left Dave without a navigator, as I was going to help marshal. I was offered the chance of sitting in the hot seat with a legend. I think he thought "oh shit" as I am known to scream a lot. Abbie did tell me to feed him Galaxy Minstrels every time he climbed a hill! Luckily, I did have some in my bag.

The trial in the morning consisted of 12 sections, 3 restarts for classes 5, 6, 1 for classes 3, 5 with 5 restarts for class 7, wow class 8 had a staggering 7. There was also a special test. In the afternoon once everyone had refuelled with food and beverages, we had 9 more sections to explore, more challenges again for class 8 with the most restarts.

Zak's Track, the first section of the day was just to the left by the opening to the wood yard. It was a benign climb that hid the deviation into the woods, which was a 90-degree left turn which nearly caught us out on marker 9, but lots of bouncing and good manoeuvring of the steering wheel gained us a clear.

Pete's Predicament was climb 2, a very wet muddy, slippery section a smooth clear for us but a retirement for Gareth White, the first class 8 of the day who ascended to marker 3 and who then had a broken drive shaft. I did notice that Rob Holden's BMW's revs were going up & down, he informed me that they had already fixed an air leak that morning and there was a clear for them too.

Next was The Short One which was short, earthy damp and slippery.... The green Scimitar now belongs to Richard Gibson and as this was his first trial, he was very enthusiastic, and he certainly was enjoying himself & chatting to Dave about any tips on climbing the hills. Coming back down the mud track he unfortunately become stuck in between a tree and needed assistance. It's great to see new faces and all ages trying out the sport. Restart, for class 7+8 here.

On section 4 Simon's Folly 1, whilst waiting in the queue the sound of a beefy whining could be heard. It was difficult to see who, and which car was making all the noise, as there was so many trees in the way but you knew he was stuck, finally we had a glimpse of the Mazda reversing back down the

section driven by Josh Tuck. Unlucky for us as we struggled too only reaching marker 5, which Dave was a bit surprised about as so far, we had cleared all the sections. Once out of the hill we discovered that the tyre had come off the rim. New wheel on and a Minstrel as it wasn't down to the driving! So, I'm told.

The marshal Lucy Hugh was assisting at section 6, up and around who I was chatting too she is part of the Moore's family, who usually trial in a J2. They haven't been out for quite some time as the car is having work done, hopefully we will see it in the near future. Rob Holden went like the clappers up the hill past some of the trees suddenly there was lots of smoke drifting across the forest which we thought was coming from the exhaust then reality hit - it was the engine. The super charger had caught fire and with the help from fellow triallers it was soon extinguished, and the BMW was then pushed down the section, so another one retired. Not a good score for us as we struggled on the restart causing a puncture.

Enjoying the view at the next climb 8, I was definitely admiring the scenery. With the top down on the Scimitar you could definitely see a whole lot more, as usually I'm in a closed top car, bumping my head & being bashed around. But on this trial every now & then as we were driving to sections I would get twanged in the face with a branch or some foliage from the woodland and every time I said "ouch" Dave had a big smile on his face. I'm sure he had his mischievous head on as he aimed the car more to the left later on in the day, and then he asked me to get out of the car only to discover he had parked the car in the middle of a small muddy bog and as gullible as I am I was ready to jump out! As he's laughing to himself, on our travels through the woods with a few cars behind us there was an almighty loud bang as though someone

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had shot a gun, it was then discovered our tyre had burst, so another wheel change for us.

Well done to Ryan Tonkin who had the fastest time on the special test, of 19.19 secs Unfortunately, as the morning progressed two more class 8s had to retire - Aiden White on Rip and Roar, section 10 and then the drive shaft broke on run for Archie climb 12 for Aaron Haizelden. Leaving just two in that class to compete.

With the sun shining by the afternoon, it was warming up. Some of the sections were the same as the morning but had just been slightly changed, there were new ones to explore the aroma in the woods which had changed, no longer was it a lovely woodland smell it was the smell from the local farms which definitely gets up the nostrils.

Eastcott 3 was hill 17, what a pickle this was. It was a slight gradual climb in between the trees, the earth below us very dry and crisp and as the markers passed us by we suddenly saw 2 number 4s so I said " stay to the right" as we shot to the top of a really high steep bank, with the marshal stood at the top to stop us as we could have ended up having a flying time, a nice clear only to be told that this was the bike section. Whoops I did it again! We were meant to have a deviation a

marshal said it was written on the paperwork, for a minute I thought I had misread it but nothing on the directions confirmed this. The marshal checked the paperwork and as I was right, they allowed us to try the section again, which was a lot easier than the first attempt we had done, and we still gained a clear.

There was an area in the wood that we passed a few times that looked like a tree graveyard with old dead grey stumps and fallen trees I reckon it would look quite eerie at night. Thank God the sun was out.

We would like to say thank you to Launceston Motor Club for a brilliant day out the hills were challenging but fun, the map was easy to read, and it was marked out well.

Congratulations to the following people who won their class.

Ryan Tonkin class 8 has won the Fulford cup, with young Jack Selwood 2nd overall.

First place in class 7, Andrew Martin.

James Vivian for the class 3.

James Shallcross in class 1

I'm delighted that we came first in the class 5 and 3rd overall, my first ever win as a navigator so chuffed to bits about that. What an awesome Sunday I had trialling with of course a leg ...end!

Lands End Trial by Kathy Martin

Some time has passed since the awesome Land's End Trial, and it gets harder to remember details about it. But here goes. In true Kathy style, seems I am the most unorganised person leaving only 2 days to prepare the route, and that dear little bike was pulled out for inspection. Now on the Edinburgh being able to stop at

the van halfway around was ace. I topped up his oil and away we went.

So where do I check first? Yep, his oil. Ummm my jaw lowered, I popped the dipstick back in (yes, I did just google what the oil level pole thingy was called) and had another look. Oh, not much to see here. An element of panic set in, you know that feeling of worry in your tummy. I grabbed the route and sat down to figure out where and when would it be possible to put some oil in

him along the way. So, I decided to put in 100ml at Bridgewater. (Upon inspection in the dark at Bridgewater, again, not a lot was registered on the dipstick)

This bike has been a tad smoky for a few years, so if it got me to the finish, I was booking it in at Irelands Motorcycles for a well-deserved top end.

The trial... Although I was running behind schedule, I still intended to go to the finish venue to leave my van and ride up to the start. But with the volume of 'us' now living on this rock the endless vehicles in front of me decided that that wasn't going to happen. I think they were using Fred Flintstone pedal power and had removed their engines. So blimin frustrating when I could have driven to the start with my eyes shut. Such a good road with some butt clenching corners stop moaning Kathryn!

So, I arrived at the start venue in plenty of time, in my van. Honestly you couldn't write it. 10 minutes before the start I lost my van keys. Everything out! There they were, buried but found. I launch everything back in the van, slam the door and head down to the very handsome charismatic eye candy of Nigel Cowling who was seeing us off

Our touring assembly route was led by Dave Sharp. Now I suffer with mild hand arthritis and horrible carpal tunnel to both wrists. As freekin awesome as it was that Dave took the helm early on, our riding styles were polar opposites. As we are riding along up and down hills around Launceston my wrists begin to ache. Many men will appreciate how uncomfortable this sensation is, so a remedy was needed. I overtook and led. Later in the trial Dave commented with apology that he was too slow earlier on. My response was that changing gear and

the regular associated wrist action for throttle and clutch was irritating my median nerve, making it uncomfortable to hold on. Tbh I only really rest on the throttle. And it stays at the same angle. Have you ever seen the size of my handlebar grips?! Yep, this girl likes something substantial in her hand :)

Riding into Folly Gate there are some lambs on the road. I can't ride by, so across the road into the gateway Humphrey is launched, with horn on flat out. Dear little lambs scatter, trying to figure out how to get back to Mum. Soon a man in a car pulled in. He had turned around as he too had seen them and had the same intention. Sorted, I pulled back out to join the smiles of my very patient teammates.

Riding along in such lovely weather it reminds me of Clarksons Farm. He was right, there really aren't many insects flying around. And that starts me counting dead flies on my visor. I got to 4 before I turned right towards Crediton.

Bridgwater. After being fully fuelled up with some lovely food our team left and headed out on our adventure. Into Felon's Oak we went. Phil being the first away on his awesome new Beta RR 480 Enduro (that's the posh name for elbow ligament puller) didn't have a restart. He flew up over as if nothing was there. As I pootled up to the restart my eyes popped out. Ummmm those flags to the right are too tight, and the restart looked as slippery as a conga eel. With the lush gents sat at the restart, "away you go" I think I hear, and I panic. I can't touch those marker posts and I defo aren't pulling away from here. With those negative thoughts rushing through every fibre Humphrey does pull away and my left leg takes a massive dab, and I do mean massive. It felt like my foot hit the ground so hard, it was like Nanny McFees staff. Luckily it was before the white marker ahead, but

always a worry. I left the section, riding along the lane contemplating the trail of thought I'd just put myself through. Thinking ahead to no restart on Crackington? How bad was that section going to be if the restart was removed? As I tend to do, overthinking again.

When I reach the road Phil had a concerned 'alright Kath?' Ummm yes, alright Phil, but I could have easily failed that one. He grinned. He had loved the feeling his new Beta RR had given him as he went up over, no problem. We waited for a while and eventually Dave appeared with his Husqvarna TE410E. Sadly, he had come off at the restart. But said the awesome marshals picked up his bike and away again, only to bin it again. Dave said it was very slippery indeed, which confirmed my gut feeling when I had arrived there!

Somewhere around Minehead I was leading again. Can't really believe that Phil trusts me! And that fog. Oh, my days that was a challenge. Each blink felt like I was wringing out my eyelashes. Isn't water ever heavy? By the time we got to Barbrook, I decided I was going to put in 200ml of oil every 50 or so miles. It was a massive surprise to see the delight that Beggars Roost had turned into. It felt like a magical wonderland, similar to the glitz and glamour of a beautifully decorated Christmas market. Beggars was however deceptive. He was a buggar! Pulling away from the restart again I thought 'oh my word, this trial is proving trialing!'

When we had all finished the section I led off into the mist (I was being polite). When we got to the Umberleigh road I looked behind and no one was there. So, I waited. No one came. So, I turned around and soon met Julie and Steve on their sidecar. They explained that Dave was talking with Phil about retiring from the event. Dave has had

terrible disc problems in his back and had been quite distraught for the past 2 years thinking that he would not be able to return to being a Blood Biker, which he loves. But somehow, he has pulled through and felt able enough to come and ride The Land's End. Very sadly the slippery condition that Felon's Oak was in irritated his back once more when he fell off and the pain was just too much for him to continue. Phil was offering to retire and ride back to the hotel with Dave. But Dave wasn't having any of it. I carried on as Phil's big bike would soon catch me up, and for sure Phil would have enjoyed the blast. Somewhere down the road before Torrington he emerged through the fog, without Dave.

With a sombre mood as being a man down we plodded on. Now I can't remember the order of sections, but we were at a section near Hartland, and we saw Steve Urell kicking over a foreigners bike. No he wasn't being abusive, kicking it to start it! The rider was knackered! While all the men were busy, I used the cover of Steve's outfit and had a wee! I think the hill was Cutcliff and I remember having a bit of banter with the start marshal who I named Mr Angry Marshall. Yelling at me to get to the start line, naturally I made him wait, we had a good laugh about how I wouldn't ever forget the Angry Marshall... and see, I haven't!

Heading towards Bude Phil is absolutely loving his new ride. I pull over to ask are we fuelling at Morrisons? Phil had done his homework and suggested the fuel would be better at the garage at the bottom of the hill. I agree (with no knowledge) but he was right. There was super unleaded higher octane. And that's when I knew he was in love... with his bike you fools, ha ha ha!

However, love was in the air. With Humphrey sitting on the forecourt looking extremely handsome, a 30ish

year old was heading back towards his van on the forecourt. With eye contact fully engaged I say .. 'you alright'? With the ice broken he heads over. What you doing? Are you doing that really long trial? Yes, I reply. I describe what it's all about, tell him where to look online and I wouldn't be surprised if you don't get some future fresh entrants. He was heading out laneing with some mates to South Devon. I thought, gosh if I only had some MCC business cards, or rather one of my business cards as he was well fit haha its free to look!!!

Being south of Bude I felt Widemouth Bay holding control calling. By now I was tired, but so so happy. At the control I take a few moments to lay down on the ground next to Humphrey and close my eyes. There's something magical about the sound of the waves and the strong salt air. The surf was big, the marshal there was again a delight. I didn't want to be anywhere else in the world.

Being behind Phil's bike the smell was delicious, burning petrol, which added to the smiles.

The section where the really fun ladies sell cake out of their house, well I parked up only to have an out of breath British Trials Champion Chloe Baker run up from the section for a chat. She said hi to Humphrey and it was ace to have a catch up. Sadly, she isn't trailing at the moment. But she bought herself a road bike a year ago, so she is out blasting that around. She really is a talented young lady, who knows, one day she may come and join us for some fun.

I think there was only one section where we had about a 40-minute wait. Where an X90 spent a fair while trying to get out of the section. Fair play to them. I think they were 2 wheel drive? They had a tow from a tractor in the end as I think they had clutch probs.

Like many we arrived early at the most important time control at Wilsey Down. But that was not a problem. Park up, several coffees, regular time checks, bit of nosh and job was a good'en. It was a welcome rest, and the weather was amazing. The feeling of getting there on the trial and still having absolutely no idea how much longer there is to go is jolly exiting. What a rush! Yes I'm like Dory really, rarely remember the sections..... except Crackington. That one I have worrying dreams over! And why no restart? I was absolutely bricking it.

Crackington came and went. And I was thrilled there was no restart. Thank you :) I did start celebrating before the finish marker which I'll try not to do again. I was telling myself off about that as I rode out the top lane. But I was so happy to of got out the top. A local farmer who helps me out a bit drove from my home village to watch me (and all) at Crackington. I didn't know he was going to be there. Gerald Bawden he's called. And years ago he used to do these trials. He moved a bale of hay for me a few days before the trial and asked about the trial. I showed him the big yellow route programme. Turns out he goes and watches the trial every year. Once it's in ya blood hey.

Heading down to the final few sections I remember heading up BH2. Loving every second and taking the top corner wide a man yelled woah at me. Its so weird. When you know your bike, you know what speed to do what & when. Too slow and ya fall off or foot, too fast and well, I think the guy thought I was going to overshoot the corner. So "thanks", I think!

I didn't have a plan at BH 1 or 2. A quick glance at the restart and I thought rear wheel in, front out. I carried the momentum up the slope. A different man yelled woah. Clutch in and I stop. Shit, not quite where I wanted to

Russell Clark, Troll

on
'Money for Nothing'



Torbay Trial

*Photos by
Duncan Stephens*

David Foresheaw, with
his son on his first
event

on
'Kingswell Sheds'

Gary Browning,
VW Beetle

on
'So Far Away'



stop. I wasn't pulling away from there. Totally my mistake. And to be honest even if he hadn't yelled woah at me, I believe my decision was almost certainly the wrong one. In expected style yes, I wobble and foot, failing the section. That's the 2nd time I've failed there because I listen. I know, I'll probably never learn ha ha :)

No it didn't leave a bad taste. Onwards and upwards, making the finish is of paramount importance as I am still in line for an awesome medal. These medals mean a hell of a lot to me, yet the ones I have are in unopened envelopes in the cabinet. They arrive through the door; I smile a big one and put them in with all their brothers and sisters. One day I will sit down with Humphrey and we will open them together X

Riding along feeling so happy that I was feeding Humphrey enough oil, Phil regularly frowning at the quantity I was squeezing into him, but happy in the knowledge that I had done all I could to get us to the finish.

Along the road we ride with the ocean to the right and the familiar taste of salt in the air, and the smell of a nice cold pint luring us. Nowhere better to be, what a journey, what a ride, I breath in a great big gulp of pride. Another fabulous adventure completed. Just how lucky are we.

Until next time, see you there K & H X

(At the time of writing, Humphrey is on the operating bench, bleeding or is it leaking, but his prognosis and future are looking just perfect)



Torbay Trial 24th April 2022

What an amazing event, I doubt if I have enjoyed any trial as much as this one!

The whole spectrum of organisation was inspired from start to finish, of special note was the proviso that entrants who damaged their vehicles (or presumably themselves) during the Land's End held on the previous weekend could withdraw and get a full refund. Bearing in mind the age of the Coates and its components, damage is likely, it's another story but the Coates performed magnificently at the LE and only usual maintenance and a change to straight 50 oil was subsequently needed.

Peter Browne my sometime passenger was riding his Triumph Metisse in the trial along with brother Neil, my other occasional passenger Alan Wibberley was supporting son Ben in some extreme Enduro in some distant place so pre-event I was hunting for a trustworthy (and trusting) individual,

gallantly Julia Browne sister of Peter and Neil was made aware of my dilemma and volunteered.

However, at the last minute the people who operate the cattery where our three younger cats stay when we are away phoned to say they had capacity for the weekend, their offer was accepted and Ruth said she would stand in, it being probably 3 years since she has last passengered.

We decided to attend the ACTC dinner/ awards ceremony the night before but were much too late to get accommodation at the venue, we settled for a Premier Inn near Exeter. I put a note on the ACTC Facebook page asking if anybody cancelled to let us take over their booking, Paul Brooks contacted me and said he would be passing the Premier Inn and would pick us up to save messing around with taxis. Sadly, Paul had some issues a few days later and ended up on crutches!

The journey down took us a bit longer than we had hoped and we ended up in a bit of a rush, we phoned from the Premier lobby on a dedicated taxi phone and were told it would be a minimum wait of an hour before we could get one, with no other option we said we would wait. Out of the blue Dave Middleditch phoned and asked how we were doing! The end result was that some 20 minutes later he collected us in the large engine Beetle of Roger Ugalde that he had entered the event in, without going into much detail we subsequently arrived at the "correct" venue by this time there are 5 adults and two youngsters in the Beetle, which pulled well considering the load.

We had an enjoyable evening, the food was good and the staff excellent, sorting out a cab for our return to Exeter etc. There was a large TV on the wall playing nonstop trials clips, I was delighted to see included a video of the Coates at Ugeley woods a few years ago, not sure who but some wit shouted out "there's an old one", not sure if they were talking about me or the car?

We were up early the next morning, the sun is shining, it looks like a its going to be a warm day, the first task being to extricate the truck and trailer from the car park as it was facing the wrong way and required much shunting to turn it round! Why in the midst of such traumas does the village idiot appear, "what have you got in the trailer", "that looks interesting", "you could take the trailer off" etc etc, amazingly I managed to be polite if a little brusque!

Class 2 normally has a sparse entry, we are delighted that Adrian Dommett has entered with his Wolseley Hornet Special, a very competitive car with a very competitive driver. Hopefully the Heritage Class being promoted by the Historic Sporting Trials Association (HSTA) will result in more Class 2 cars coming out of the woodwork and

entering ACTC events (it gets lonely in Class 2 sometimes!)

We arrive at the start in good time, parking is being handled efficiently, always a good sign, we park next to Matt Johnston and Emma Wall and have an interesting conversation about the Troll, I seem to recall driving in a Falcon event that was Matt's first time with the Troll after its return to competition. We manage to unload the car and get it up to scrutineering without any problems.

Next, we have a couple of errands before we start, I had a midget/sprite windscreen and frame languishing in the garden (rescued from and old friend who is now suffering from dementia before the scrap man takes it!), it is donated to Bob Blackman to help keep the Arkley going a bit longer (has the Arkley increased in value subsequent to a Gold in the Lands End?), Duncan Stephens has been volunteered to get this to Bob, obviously this involves yet another conversation.

I also have another 100E flywheel and 1300 Metro clutch that I want Lee Peck to modify for me for the next engine to go in the Coates (supercharged!!), Lee has arranged that Tom Jones will get that to him, we find Tom, another conversation.

On the way back to the car we see Peter and Neil Browne with their Metisses, obviously another conversation. Ruth goes off to the burger van for our breakfast, she is now showing signs of "anorak" burn out, poor woman! All of sudden we are running late, we get sorted and drive to the start, a novel touch we just leave at our appointed time and without supervision, and why not?

The first section for cars is Dire Straits, un uphill blast, with a tight left at the start, this reducing the opportunity to build up speed early on, there are a lot

of tree roots and we bounce about, we manage to build up the speed and pass through the restart gates that luckily, we can ignore, they are situated on roots at a very difficult point, we make the ends cards without a problem obviously pleased.

The next challenge was Telegraph Road, a long uphill track followed by a tight right then left and more tree roots where the restarts are sited, all goes well, and we pass over the roots and make the ends cards. It is about then that the penny drops, it has been dry for some days, a bit of dampness and some of the sections would be extremely difficult for us mere mortals but a breeze for class 7s and 8s, however the course builders (Dave Haizelden, Keith Sanders and others unknown to me) have been particularly clever with the siting of the restarts in order to achieve a "handicapping" regime between the classes, it takes someone of their ability to understand and create sections that are "doable" but still capable of stopping some of the "aces".

We then travel to Kingswell Lane and Upper Kingswell, the lane would have been a real issue had it been wetter, however the Coates with the large wheels and good ground clearance is able to chug through it, the start marshal has told us that a Mazda MX5 has just had to be towed out by a tractor! We take the same approach at Upper Kingswell, these sections are ideal for the Coates, and we get through it ok. Next to Tipley, which although I have driven it before I cannot recall and forgot to switch on the GoPro, but evidently, we cleaned it.

Now to Narracombe (some call it "Donkey Trot"?) at the bottom of the hill is Carlie Hart, we chat with her and we are off, the car is going well, I have remembered the GoPro and replaying it we seem to lose speed towards the top, not sure if I was complacent and backed

off or whether there was an element of "dressing" but as we pass the 1 marker we spin to a halt and it costs us a point! Helpfully Pete Hart is at the top and pushes the Coates to get it going again. Then its to the Simms area, first we attempt Penhale Climb, again a very clever section with a "sting in the tail" restart which we are spared, then its Birchanger Bank, again a very clever section but suited to the Coates and we whiz through it.

Next up is Simms, we have a restart and don't know what is round the corner, we get the off and we go, not too mad and our restart is just around the corner low down, we achieve this without too much of an issue, then its obvious that the section is routed to the right, again we achieve this and next thing we are driving out, this is the first time Ruth has been up Simms and I really wanted to climb it.

On to Gale Gorse, the route card says we do not have a restart, again a clever section that would have been completely different in the wet. We have a right turn up a steep bank immediately after the section begins cards, we make the turn and then the climb, then along a camber with a left turn, there is the restart and the marshal has the flag out, it is quite obvious he thinks we should be doing a restart; we shout but he does not pick up on it, we stop on the line, he raises the flag and we get away, relief!

Nicks Nip is coming up and is to be our worst section of the day, the start is by a muddy track by a barn with a sharp right turn, we have seen the upper reaches of the section as we approach, it seems a long way away, we have heard lots of revving from cars out of sight. We roar off from the start I go as quick round the corner as I think is possible, there is an immediate short muddy climb and no matter what we do we cannot get over the top, we lose 11, the marshal lets us know that we are not alone.

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Sometime earlier in the trial we have picked up Charlie Merson and Zara, Zara in one of her first events is concerned over her interpretation of the route card, actually she is spot on but just needs some encouragement, but then we've all been there the first time we see that jumble of incomprehensible letter, acronyms and symbols, we get them to follow us so she can relax and get the hang of it.

Unfortunately, Charlie comes back from his attempt at Nicks Nip with a stream of water coming from the cylinder head and has to retire, we hope Zara is not put off and will come and join the throng, perhaps driving in her own right?

Coombehead Creek is next and we cannot see it from the start, we are flagged of, along a track, then a left turn up a root covered slope, the section is wide but the restart boards have been bought in to narrow it, the section is testing to say the least, I give it the "beans" to get up the slope, possibly a bit to quick and am moved over to the right, I hit the upper restart board and it costs us six points. A series of videos have appeared on Facebook and I am not alone in being caught out, but I do wonder if my rear suspension is too hard

after seeing the pictures, Oh well back to the garage! Incidentally I see the film of Adrian Dommett on this section he just seems to glide up it in his Wolseley, obviously those four-leaf springs are set up correctly. Coombehead Copse follows, the ground is rock hard and potholed from cattle, the route takes us over to the left and up a tight bank, we achieve it with just a bit of wheelspin.

Back to Ashcombe Woods where we have the two first sections revised as Money for Nothing and So Far Away, neither section causes us a problem, however looking at the results it is apparent that those clever restarts caused issues in other classes. Now spies have told us that Norton Selwood had been seen with buckets of "goo" dressing sections between rounds, surely not, He He!

We finish the Trial on my calculation losing 18 marks, this is our best result in a challenging event. We are grateful for the work all the officials and marshals put in so we can enjoy ourselves, it was an excellent trial, see you next year.

Roger Ashby
(Kent not Marlow)

Torbay Trial 24/04/2022 by Peter Browne

I always look forward to the Torbay Trial as it is my local event, close enough that I can ride to the start, do the event and then ride home again. I have had many enjoyable days photographing the Torbay and more recently competing on my 650 Triumph Metisse. The start and finish were at Ashcombe Woods again this year, where there was good parking and a refreshment van for before and after the event. I was riding with my brother Neil who also rides a Triumph Metisse and there was a particularly

good entry of eight machines in our class A, pre-1970 British machines. The class had attracted a range of bikes from small British two strokes to large British four strokes and the diversity of machinery is one of the things that attracts me to the class.

The first three sections were in the Woods and started with a bike only section, Sultans of Swing. This was a climb in a leafy gully which I footed on so that was not a good start, although I did get further than last year so I suppose that was an improvement.

Next was Dire Straits, which was beside section one but a more twisty climb with less leaves and rough, slippery finish.

The third section in Ascombe Woods was Telegraph Road which started fairly easily, but then had a tight S and finished with a tight left turn and a very steep dead ended climb. Then came the problem of sliding back down from the finish, which was probably as difficult as getting up to it and something I need to practice.

Having completed the first set of sections at Ashcombe there was a few miles of road riding to get to section 3B, Kingswell Woods which was for solo bikes only. This was a rutted route through trees which were barely wider than the width of the bike's handlebars, which appeared to go on forever with a tricky end where it re-joined the main route. This was a very well thought out section despite my lack of success on it.

Slightly further in the woods was section 4 Upper Kingswell, which was more slippery that it looked like it should have been, and I suspect the clue to that was in the aroma through the woods and the slurry pit at the exit.

Section 4a was cancelled so the next stop was the observed test at Heckland, and the bikes reached this via a nice non-observed section at Bridford Mills which I had not ridden before.

The test at Heckland was a figure of eight around two mounds of bales and a stop astride line B. I noted assorted pieces of farm machinery leant against the bales which served as a reminder to keep the bike under control.

The next section after the Heckland Test was Tipley and this was reached via another non observed section, Waterworks which is beneath Hennock Reservoir and was used by the MCC until 1993. My brother reminded me later

that we had ridden the section in the Exeter Trial in the early 1970s which did not seem possible considering our relative youth, but mathematics proved him correct.

Tipley was as dry, and fortunately without a restart was not too difficult, as was Narracombe which was just over a mile away.

Penhale and Simms were next. Penhale was first and I was expecting an easy climb, but the start was unexpectedly slippery and the diversion for the class 8 restart made it more interesting higher up as well.

The only class A restart was at the bottom of Simms and with the surface dry the Metisse engine could finally be put to good use on the gradient. There must be somebody that does not like the sound of a Triumph twin but I cannot imagine what they would look like.

The last section at this location was section 9, Birchanger Bank, which was a gentle but slippery climb through a woods with Bluebells underfoot and which needed to be avoided wherever possible. The Marshall did correctly say that Bluebells and Motorcycles should not be used in the same sentence.

Section 10 was Gale Gorse, and this was reached following an on, and then off-road route. The section was a twisty route up a rough hillside, through gorse bushes which somehow managed to get tangled around my handlebars.

A short distance away was Nicks Nip, section 11. I remembered this section from last year tried to take a very wide approach to the steep climb, avoiding the worst of the mud but failed to see some cut branches in the grass and they tangled in my front wheel and thwarted my plan even before I had reached the gradient.

Next was a bike only section, Gale Lane which was quite narrow but fortunately not too rough.

A bit of roadwork up the Teign Valley took us to Coombehead Creek and Copse, sections 13 and 14. Coombehead Creek had a tight turn before a climb, which I failed to get the Metisse around. I managed better at the Copse, which was a steep climb in a field, finishing between two trees. Unusually, the difficulty at the Copse was the hardness of the ground at the start which was like riding on cobbles.

After Coombehead it was a return to Ashcombe Woods for the second Observed Test and final two sections.

The sections were open by the time Neil and I arrived, so we decided to complete the sections before stopping for lunch. Grammarcombe Observed Test was first. This was on a forestry track and involved a short start, then a downhill turn and a stop astride line B.

The penultimate section was Money for Nothing, section 15. This had the same S bend and steep finish as section 2 from earlier in the day but was reached from a different start position in the woods and getting back down from the finish was still as difficult as it was earlier.

The final section was So Far Away, section 16. The start was through a muddy dip, then a gentle rising curve followed by a much steeper rough finish and for some reason I footed unnecessarily on the gentle section. I probably need footrests a bit like my bicycle pedals where I can clip my boots to the footrests to stop that happening although I suspect I know how that would end. With all the sections completed it was back to the car park for a picnic, which was an excellent way to end a very enjoyable day and one which will definitely be on the calendar for next year.

Torbay Trial 2022 by Mike Wills

Over the past few years, I have gone from riding a motorcycle in MCC events to using a VW Beetle so my son Matt could enjoy LDTs. However, Matt said he would like to do a trial on a bike but was not keen on the night ride on an MCC event so the Torbay Trial looked like a good option.

Some bike preparation was needed, mainly new Trials tyres but Pirelli MT43 were out of stock until just before the Land's End Trial. Anyway, tyres were purchased and fitted, although I discovered some significant rust on the swinging arm of my Yamaha Serow but seemed still structurally sound.

So, we set off on the Land's End Trial in the Beetle and had a good trial although the handbrake lever broke, fortunately

we had a hydraulic handbrake fitted so were able to continue. The trip home was eventful. Just before the A30 we lost all drive and discovered the nearside driveshaft had become disconnected, so it was bolted back, and we continued until on the M5 south of Taunton there was a loud bang and the window screen smashed. So, we knocked out the glass and continued despite the wind and rain. Just as well we had entered the Torbay Trial on bikes, not in the Beetle.

We decided to stay overnight Saturday ready for an early start. So, with bikes in the van, we set off from home on Saturday afternoon and after about 40 minutes traveling Matt asked if we had the ignition keys for the bikes, no was the answer, so we turned around and went back home to collect the keys and set off again later than planned.

We left the hotel before breakfast and drove to the start venue, plenty of parking and easy access. There was a catering van, so we had breakfast and unloaded the bikes and chatted with Mark Wills and Tom O'Connell from Leicester. The Serow was reluctant to start but we managed to get it going with a push. Scrutineering was quick and numbers issued.

It was soon time to start and off we went into the woods to the first section, Sultans of Swings, and the route said solo bikes only so I knew it would be hard, as it proved, and Matt and I both fell off in the lower part of the section. The next Section, Dire Straits, had some tree roots which caused failure a little further up. The third section produced similar results and I had fallen off on all of the sections so far, obviously out of practice.

We then left the woods for some road mileage and time to recover despite it starting to rain. I missed a junction and we had to retrace our route to find the correct way to Kingswell, familiar from the Exeter trial. Mud and tree roots again caused an early failure on the first section, but the next section was more successful, Matt scoring zero and me a four.

Then it was some more road miles to the first Observed Test which was no problem. The road then took us past a Reservoir and the rain had stopped. There were a few walkers enjoying the scenery as we were. Afterwards we went a long a Byway, Waterworks, which was used by the MCC until 1993 but I do not remember it.

We then stopped at a garage in Bovey Tracy but no E5 fuel, so we didn't fill up. There followed a road closure, but the TMC diversion took us along another unsurfaced track to join the road to Tipley, familiar from many Exeter Trials. This was cleaned with ease, and I admit I do like these natural sections.

We were soon at Narracombe, AKA Donkey Trot on the Exeter Trial for Class O, with familiar faces Carlie and Pete Hart marshalling. Again, no problem.

It was then on to Simms via a recently resurfaced road with plenty of loose gravel. At the foot of Simms we had to turn onto the "escape road" where there were 2 sections in the woods, the first Penhale Climb resulted in a stop halfway up but Matt cleaned it. The next section, Birchanger Bank was a clean for me, but Matt could not get off the start line due to lack of power. It was then out of the woods to Simms and a restart and a diversion to the right which was no problem although I ended up on the left rather than my preferred middle to finish the climb.

I then waited for Matt and Mark and Tom arrived to tell me Matt was at the bottom of Simms with no drive suspecting the clutch had given up. So, I returned down the "escape road" to find him waiting and sure enough there was no drive. Cars were now starting to arrive, so I rode back up the "escape road" to head back to the start and collect the van. Having done many Exeter Trials, I was able to find my way without difficulty. I loaded my bike and set off back to Simms and parking in Illsington village to decide what to do only to find Matt pushing his bike back up the lane towards the village. So, we pushed it to the end of Simms Lane, and I collected the van and we loaded up as the course closing car arrived. We then set off back home.

It was a well organised if dry trial and thanks to everyone involved especially the marshals who helped pick my bike up several times. Both Matt and I decided on the way home that our bikes were not suited to one day type sections, but the Serow is great for MCC type sections.

ACTC officers over the last 40 years

by Dave Haizelden



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| |
|-----------------|
| Exeter |
| Clee Hills |
| Northern |
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| Taw & Torridge |
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| Tamar |
| Tarka |
| Hardy |
| Neil Wescott |
| Camel Classic |
| Best 9 |
| Total |
| Events Scored |

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| | | Exeter | Clee Hills | Colwall & 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 | | 10.1 | 10.1 | 5.0 | 10.2 | | | | | | | | | | | | 60.2 | 7 |
| Brian | Hampton | 3.0 | 9.9 | 8.7 | | 9.7 | 9.8 | 5.0 | 9.7 | | | | | | | | | | | | 55.8 | 7 |
| Nick | Deacon | | 10.9 | | 10.4 | 10.7 | 10.8 | | 10.7 | | | | | | | | | | | | 53.5 | 5 |
| Stuart | Bartlett | | 5.0 | 9.0 | 7.8 | | 9.7 | | 11.0 | 9.5 | | | | | | | | | | | 53.1 | 6 |
| Charlie | Knifton | | 10.0 | 8.0 | 9.8 | | 6.7 | | 8.0 | 7.6 | | | | | | | | | | | 50.1 | 6 |
| Nicola | Butcher | 5.0 | 9.2 | 7.8 | 10.1 | | | 5.0 | 10.1 | | | | | | | | | | | | 47.2 | 3 |
| Paul | Merson | | 11.0 | | | 10.0 | 7.7 | | 7.0 | 10.6 | | | | | | | | | | | 46.3 | 3 |
| Robert | Holden | 5.0 | | 8.9 | | 8.4 | 9.3 | 5.0 | 9.5 | | | | | | | | | | | | 46.1 | 6 |
| David | Carter | 5.0 | | 10.1 | | 9.2 | 10.1 | | 9.3 | | | | | | | | | | | | 43.7 | 5 |
| Ray | Ferguson | | | | 10.7 | 9.0 | | | 10.5 | 10.6 | | | | | | | | | | | 40.8 | 4 |
| Keith | Sanders | | | 9.5 | | 10.4 | 10.3 | | 8.0 | | | | | | | | | | | | 38.3 | 4 |
| Dave | Haizelden | | | 10.6 | | 9.4 | 9.3 | | 8.0 | | | | | | | | | | | | 37.3 | 4 |
| Joshua | Moss | | | 11.0 | 6.6 | 7.0 | 10.7 | | | | | | | | | | | | | | 35.5 | 4 |
| Karen | Warren | 5.0 | | 6.9 | | 8.5 | | 5.0 | 7.6 | | | | | | | | | | | | 33.0 | 5 |
| Nick | Aldridge | | | 11.0 | | 10.0 | 9.5 | | | | | | | | | | | | | | 30.5 | 3 |
| Sam | Holmes | | 10.2 | 9.8 | | | | | | 10.1 | | | | | | | | | | | 30.1 | 3 |
| Russ | Clarke | | 8.0 | 6.0 | 8.8 | | | | 6.0 | | | | | | | | | | | | 28.8 | 4 |
| David | Middleditch | 5.0 | | 8.9 | 9.0 | | | | 5.6 | | | | | | | | | | | | 28.5 | 4 |
| John | Ramsden | | 7.9 | 4.0 | 7.7 | | | | | 5.6 | | | | | | | | | | | 25.2 | 4 |
| John | Charles | | 6.9 | | 8.7 | | | | | 7.6 | | | | | | | | | | | 23.2 | 3 |
| Paul | Watson | | | 8.0 | | 7.0 | 7.5 | | | | | | | | | | | | | | 22.5 | 3 |
| James | Shalcross | | | | | 10.2 | | | 10.3 | | | | | | | | | | | | 20.5 | 2 |
| Edward | Wells | 5.0 | 9.9 | | | | | 5.0 | | | | | | | | | | | | | 19.9 | 3 |
| Nick | Farmer | | | 8.6 | | | | | 9.4 | | | | | | | | | | | | 18.0 | 2 |
| Nigel | Jones | 5.0 | 3.0 | | 4.8 | | | 5.0 | | | | | | | | | | | | | 17.8 | 4 |
| Michael | Gibson | | 6.8 | | | | | | | 10.4 | | | | | | | | | | | 17.2 | 2 |
| Stuart | Holton | 3.0 | | | | | 4.8 | 3.0 | 5.7 | | | | | | | | | | | | 16.5 | 4 |
| John | Cavendish | | 6.9 | | | | 8.8 | | | | | | | | | | | | | | 15.7 | 2 |
| Andrew | Martin | | | | | 10.4 | | 5.0 | | | | | | | | | | | | | 15.4 | 2 |
| Stewart | Green | | | | | 6.0 | | | 9.0 | | | | | | | | | | | | 15.0 | 2 |
| Neal | Vile | 3.0 | | | | | 6.8 | 5.0 | | | | | | | | | | | | | 14.8 | 3 |
| Peter | Adam s | 1.0 | | | | 4.0 | </ | | | | | | | | | | | | | | | |

Wheelspin Table 2022 up to Yorkshire Dales

| | | 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 |
|----------|--------------|--------|------------|-----------------|----------|------------|--------|-----------|--------|-----------------|---------------|----------------|-----------|-----------|-------|-------|-------|-------|---------------|--------|-------|---------------|
| Paul | Merson | - | 10 | - | - | 9 | 7 | - | - | 10 | - | - | - | - | - | - | - | - | - | - | 36 | 4 |
| Stuart | Bartlett | - | - | 3 | 7 | - | 9 | - | 6 | 8 | - | - | - | - | - | - | - | - | - | - | 33 | 5 |
| Charlie | Knifton | - | 8 | 2 | 9 | - | 6 | - | - | 3 | - | - | - | - | - | - | - | - | - | - | 28 | 5 |
| Joshua | Moss | - | - | 7 | 6 | 4 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | 27 | 4 |
| Dave | Haizelden | - | - | 10 | - | - | 3 | - | 8 | - | - | - | - | - | - | - | - | - | - | - | 21 | 3 |
| Nick | Deacon | - | 9 | - | 3 | 1 | 4 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | 20 | 5 |
| Roger | Ashby | 5 | 1 | - | - | - | - | 5 | 7 | - | - | - | - | - | - | - | - | - | - | - | 18 | 4 |
| Ray | Ferguson | - | - | - | 5 | - | - | - | 4 | 9 | - | - | - | - | - | - | - | - | - | - | 18 | 3 |
| Keith | Sanders | - | - | - | - | 3 | 5 | - | 8 | - | - | - | - | - | - | - | - | - | - | - | 16 | 3 |
| Russ | Clarke | - | 5 | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 13 | 2 |
| Sam | Holmes | - | 6 | - | - | - | - | - | - | 7 | - | - | - | - | - | - | - | - | - | - | 13 | 2 |
| Nicola | Butcher | 5 | - | - | 2 | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 3 |
| Andrew | Martin | - | - | - | - | 6 | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 11 | 2 |
| Ian | Cundy | 5 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 |
| Aaron | Haizelden | - | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 1 |
| Brian | Hampson | 3 | 2 | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 3 |
| Robert | Holden | 5 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 |
| Nigel | Jones | 5 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 |
| Karen | Warren | 5 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 |
| Edward | Wells | 5 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 2 |
| Nick | Aldridge | - | - | 9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 1 |
| Stuart | Highwood | 5 | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 2 |
| Charlie | Merson | - | - | - | - | - | 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 1 |
| James | Shallcross | - | - | - | - | - | - | - | 8 | - | - | - | - | - | - | - | - | - | - | - | 8 | 1 |
| Neal | Vile | 3 | - | - | - | - | - | 5 | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 2 |
| Ian | Davis | - | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 1 |
| Stuart | Holton | 3 | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 2 |
| Adrian | Tucker-Peake | 3 | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 2 |
| Mike | Wills | 3 | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 2 |
| David | Carter | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 1 |
| David | Middleditch | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 1 |
| Gregory | Warren | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 1 |
| Michael | Wames | 3 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 2 |
| Dick | Bolt | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 |
| Jonathan | Ellwood | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 |
| Stewart | Green | - | - | - | - | 2 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | 3 | 2 |
| Mike | Jones | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 |
| Thomas | Jones | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 |
| Sticker | Martin | - | - | - | - | - | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 1 |
| Peter | Adams | 1 | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 |
| Andrew | Rippon | - | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 1 |
| John | Charles | - | - | - | 1 | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 |
| Paul | Jones | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 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&NCCMC | | 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&NCCMC | 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 |