

RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

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Issue 3, November 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

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RESTART Volume 33, Issue 3, November 2022

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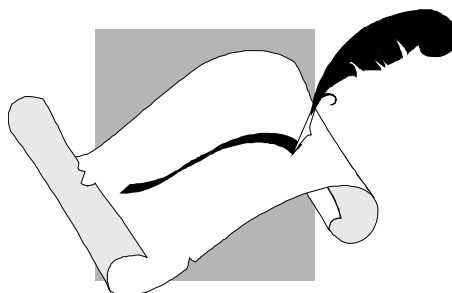
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EDITORIAL

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I hope you all had a good summer and have enjoyed the trials of the new season. Some of the hills must have been a little dry, but the weather has recently made up for the earlier lack of rain this year. Our natural pond was very low all summer, but is now flowing again.

Many thanks to all the contributors to this issue. Please keep them coming!

It may be for the first time..... But this November issue does not contain any

MCC Edinburgh Trial articles—We are full of other ones! I do have some very interesting ones, so they will appear in the January issue. This may be a bit of a blessing for me, as two of the forthcoming trails have unfortunately been cancelled. Hope they run again in 2023.

There are some Edinburgh photos in this tissue to wet your appetites.

There are also two items in this issue that I would like to point out to you.

Firstly that we will be running our Sponsorship Scheme for younger drivers again. Please see page 44 for details.

Secondly we will be publishing our popular Trials Calendar again for 2023. Details are on page 9 and again it will be on sale again at the Allen Trial. Makes a good Christmas present?

Best wishes, Pat

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CHAIRMAN'S CHAT

After a long hot dry summer and drought conditions, it was not looking like ideal conditions for the organiser's for running trials. First up for the 2nd half of the season was the Exmoor Clouds with a new team at the helm, which was rewarded with there largest entry in decades, yours truly was on for overall but was defeated by a grassy field and a blown fuse.

Taw & Torridge quickly followed and another overall snatched away with the provisionals being changed, shame no one told me.

The eagerly awaited Tamar was next, best least said, not my finest driving.

The Mechanics has just been run with a very healthy entry, a new addition into the ACTC championship.

This weekend sees the return of the Kyrle with the team working hard with the forestry to gain access to the hills.

We then finish with the Allen and the Camel to see who takes the honours for 2022

Unfortunately we have lost the Hardy as nobody came forward to

help run the event, hopefully this will help with the fixture congestion we have at this time of the year.

In the Wheelspin we have a tight battle between Josh and Paul with only 4 points between them and 3 events to go.

In the Crackington it's a 3 way battle with Brian ahead with Roger and Nick all in the hunt.

Anyone old enough to remember the Green Golf, might see it in action before the end of the year, and I'm also going to give class 8 a go.

FINALLY can I remind the 2022 ACTC Trophy winners to return their trophies to Pete & Carlie Hart at the Allen Trial on Sunday 27th November.

All the best for now and catch up on the hills.

Dave...



(Photo by Dawn Bewes)

Sect's Spin

It's late October and looking out of the window it appears like some much anticipated rain has arrived, which as well as making our terrain more challenging will also be handy for topping up the reservoirs, some of which in the south west are as low as 17%!

As the second part of the season continues its great to see that events are getting well subscribed and that new faces and vehicles are appearing, this has to be good for our sport!

Unfortunately Woodbridge Motor Club has confirmed that not only has the 2022 Trial been cancelled but the event will also not run in 2023. This is a great shame and can only be turned around if people come forward to offer to perform the Official roles such as Clerk of Course. It would be a great shame if this event is lost completely.

In other news I've initiated planning for the Torbay Trial (12th March 2023) and submitted the Route to MSUK.

I've also been helping out with the Exeter Trial route instruction amendments to cater for some new Sections which are planned.

By the time you read this the ACTC Championships will be concluding and Christmas decorations will be starting to appear. Thank you for supporting the ACTC through 2022 and hopefully you will support us again in 2023.

Regards,
Keith Sanders
ACTC Secretary



(Photo by Peter Browne)



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Bike Bits & Stuff

Firstly, a serious official bit! I'm sure everyone has read the minutes from the ACTC AGM. If so, you'll have noticed we are introducing an identification system for some classes of motorcycles. Those Classes being Class A, solo motorcycles pre 1970 derived frame/engine and Class B3. The Trials derived machines... (prime example Montesa 4Ride)

The class identification disc will be a small 30mm coloured disc which will located on the front number of the bike. Green for Class A and Red for Class B3. These "stickers" will be issued to all clubs for the 2023 season and all we ask is that they are issued at signing on for competitors to stick on. Or even have them stuck on already!

The reason why? Section marshals can easily ID your class and these 2 classes are the most likely to have or not have a deviation in the section or a restart or not. I know it's up to the competitors to "do the correct thing" in a section but you do on occasion get an overzealous

restart marshal putting a flag out early, Myself, riding class A, often have to shout out "Class A!" to the restart Marshall eagerly waiting to wave their flag! Or a good example given to me in the consultation period, from April, a B3 rider saw a tricky deviation and decided not to ride it and carried on up the section. He was the only rider in class to clean the hill, all others scored a penalty. The marshal at the point of the deviation had no idea the rider was to take the detour and marked a 0 on the score sheet. Did they own up when provisional results came out?

All clubs will get an email from me, ACTC motorcycle secretary, at some point in the near future and I will sort out necessary amounts of ID discs for the 2023 season. Hope this makes sense and things get a little easier for our volunteer marshals.

And secondly, what a great start to the second half of the season. Exmoor Clouds was brilliant, a fantastically organised event and some good results. Congratulations to Neil Browne for pipping me in Class A on his big heavy Triumph. He had the power on Periton Hill to get past my point of failure, and Andy who got up just as far on his 125 step through! Talent mate, pure talent (or luck lol). Let's see how the rest of the year goes especially as it seems the rain gods have woken up from their summer break!

See you all on the hills at some point.

Keep those boots on the pegs.

Chris Barham
ACTC Motorcycle
Co-Ordinator



(Photo by Duncan Stephens)

Yorkshire Dales Trial on the Angry Beta by George Godkin

With pandemic restrictions coming to an end and seeing all the competitors and spectators jump back into the trial events, the 2022 trial season has never been better.

So far this year, I've managed to compete in 6 trials. The Yorkshire Dales Trial was one I was looking forward to because I had never competed in this event before. The event starts and finishes in Pately Bridge, consists of approximately 75 miles and from what I've heard it's renowned for being a trial that has spectacular views of the Yorkshire Dales and surrounding countryside.

When the event registration went live, I was quick to sign up to try this particular trial out. I was very excited in the lead up to the weekend of the event.

The Saturday morning before the event, I made sure to prepare my bike and then got ready with my brother, Phil for the 3.5 hour journey from Cambridge to Pately Bridge. The advantage of the Yorkshire Dales Trial for me is that it's one of the closer events to my location. As I'm based in Cambridge, the majority of events typically take place in the southwest, and it takes 5+ hours to travel down.

When I got to Pately Bridge, I scouted the area for a location to park my van for the night. I recommend staying near Nought Moor due to the fantastic viewing points and local wildlife. Throughout the evening, I saw various local birds, including red kites, grouse, and pheasants. I also heard the illusive cuckoo and it brought back fond memories of my early days with my father in Ireland.

Sunday morning came quickly, meaning a very speedy coffee and sandwich before scrutineering began at 7:30am. Whilst signing on, I saw several familiar faces, including Keith Sams, Bill Gamble and Nigel Marriott (an old friend I hadn't seen in many years!).

I started the event at 8:43am and headed for section 1. This was one of the more challenging starts I've had due to the steep hill climb with various twists and turns. Moving onto section 2, there were plenty of twists, turns and step ups in a gully. Not my best section as I ended up with 3 penalties!

Overall, I found the first couple of sections challenging compared to other events I've been part of, but it was a fun challenge.

Throughout the event, I was with Keith Sams and Bill Gamble. Bill was on fire for the event – he couldn't do anything wrong and was on the ball throughout it. He ended up with a completely clear score at the end of the day. Keith was proactive and fantastic with his navigation during the event. Both are excellent riders and we all had great banter throughout the 12 sections we had got through before lunch.

We got to the lunch stop, had a brew and reminisced on the morning's activities. After lunch, we continued through the final 7 sections. Our priority was to get fuel and we stopped at Stumps Garage – the garage kindly opened especially for competitors on that day. My little angry Beta got me over the finish line again without any problems.

Overall, it was a fantastic event to be part of and I thoroughly enjoyed my first Yorkshire Dales Trial. The sections were enjoyable and thankfully not as challenging as they could be due to the wonderfully dry weather conditions that weekend.

Since the weather was so good, the visibility and scenery I was able to see was amazing. I will be back again for my second Yorkshire Dales Trial next year.

A massive thank you to Airedale and Pennine Motor Car Club Ltd. It's easy for us to turn up and ride, but Airedale and Pennine Motor Car Club Ltd. are the real heroes for ensuring we all enjoy the event and had a great day.

The Yorkshire Dales Classic Reliability Trial in a 1973 MG Midget (or how to trash your reputation as a good trials team in less than six hours!)

Having completed the MCC Land's End trial with no mechanical problems, setting off from home just after 7.00 am, we were keen to do well on this trial; the first for the navigator/author of this account. We arrived in Pateley Bridge and signed on before having a chat with a variety of other competitors. The sun came out, the roof came off, and we departed for Watergate 1.

According to the driver, the hill seemed to be rougher than in previous years, with the additional disadvantage that our ground clearance in this car was less than he was used to. We made it...as far as the first gorse brush! Reversing was tricky with a real fear of grounding and/or serious damage. With the marshal's guidance we managed to extricate the car and leave via the Fail route.

The 'entrance of shame' took us to Watergate 2. One look at it put me off immediately – bumpy, narrow, twisty and then steep! We got to 8 and all was going well. We could see 6 in front of us, but where was 7...? On the restart gate, apparently, which we missed out altogether! Watergate 3 and Dry Gill 1 did not involve our class, but Dry Gill 2 did. There was a small queue. The marshal at the bottom had seen us clear Crackington on the Land's End, so no pressure there then! We seemed to be

doing okay until the hill became just too steep. Once again, it was not easy to get out. There seemed to be a pattern forming... Strid Wood 1 broke the duck and passed without incident (if you do not count one's head bumping the windscreen).

Strid Wood 2 went well – until the sharp right-hand turn which, I am reliably informed, is impossible (even in an Austin 7). Strid Wood 3 was no problem, and we flew to the top. We cleared a very 'rushy' Hawpike 1, but failed Hawpike 2 at the first hump. The Highfield Farm timed section was straightforward (...and back...and forward!) Many thanks to the gentleman who was waiting, hose in hand, to help re-inflate tyres. At Peel's Wood, we got three-quarters of the way up before it became just too steep.

The lunch halt was very pleasant. The toilets were nice and clean and there was plenty of banter ('weighing up the competition'). The bikers had eaten all the burgers and consumed all of the hot water, but there was still a good choice of food and a cuppa from the catering van. The water splash at Sword Point 1 was no problem and we cleared the stop and restart without incident. There was a nasty bump between 2 and 1 on Sword Point 2, but we cleared the hill.

Sean's Wood 1 was nice and dry, and we were clear. Sean's Wood 2 treated us to a stop and restart, and we were clear again. Brimham Lodge started off well until we hit an incline and then it was slip, slip, slip. Many thanks to the great marshals who manhandled the car to allow us to exit the hill in a

decorous, if embarrassed, manner. The Somerset Field timed test was easy (too easy – had we missed something?), but West Wood was just too steep and slippery. The marshal quipped 'Better luck next year!' and we skulked off to collect our dog and have an early bath.

We have had first class awards from the VSCC, the MCC and other trials but the Yorkshire Dales Classic ate us up and spat us out! Was it the car? Was it the driver? Was it the navigator? Should we blame Brexit, or global warming or Mr Putin? The truth is that on a sunny Sunday in May, Mother Nature decided to flex her muscles and take us down a peg or two!

Many thanks to the Airedale and Pennine Motor Car Club Limited who organised an excellent trial. Information was timely and communication was

good. The instructions were clear and unambiguous, and the arrows were superb. Reminders to 'Zero your trip meter at this junction' were very useful. If possible, an indication of suitable points to deflate tyres would be welcome and would prevent queues forming at the start of a hill. The marshals were efficient and good-humoured, and the fellow competitors were jovial and friendly. The great majority of the walkers, horse riders, cyclists and householders that we encountered were friendly and seemed delighted to see us. The only downside was the occasional driver who forced us into the hedgerow because they did not expect to meet another vehicle on a narrow country road...

Jane Bee, 1973 MG Midget, Car No 59

Riding The Yorkshire Dales 2022 by Charles Whitaker

Well, if you missed this event, you missed a memorable ride out in the breath-taking Yorkshire Dales. The sun shone and the scenery was spectacular. Due to Covid the last time the event ran was 2019, but through the hard work of Airedale and Pennine Motor Car Club and good relationships with landowners the event was able to finally run in 2022. The 2022 bike entry was good with 45 bikes entered, a real mix of machinery, but all capable of good results in the right hands.

I ride with two friends from the West Midlands, and we travelled together on the Saturday. We were able to sample the hospitality of Pateley Bridge including trying some of the local brews, another good reason to venture North. We are always made very welcome in Pateley Bridge.

I am not very good at remembering section names, so this is not a section by section report, but I will comment on what I can remember.

The day started with Watergate, aptly named as you go through a gate into the water. I always suffer pre-event nerves, the Watergate sections soon focus your mind, especially when you can see a few competitors struggling on the climb up from the water.

Watergate section 3 is my bogey section and I have yet to ride this clean, this year's effort was particularly feeble, failing before the steep climb. This is one of those sections that I wish I could have a second go at, more speed was definitely required.

Strid Wood, proved that I can't read instructions and we nearly missed section 6. The dry weather and dry ground gave plenty of traction on the

three Strid Wood sections, whereas wet conditions make this quite different.

Section 11, Highfield Farm is always good fun as it gives those that like a bit speed a short burst through a twisting course and a stone wall, but does require a stop astride the finish line, which proved tricky for some of the more enthusiastic riders.

Section 18 timed section is like competing on some one's front lawn with smooth grass and yet more stunning views. I suspect mowed by sheep not machine.

So, for those that missed this event and particularly those competitors in the south, I know it is a long way to travel and fuel prices don't help, but it is definitely an event worth putting in next years calendar. The chances of the weather being as good as this year is slim in Yorkshire, but if wet then there are some great section climbs to have a good go at.

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The Dick Peachey 3-day trial by Tony Branson

No doubt about it, this was a marathon not a sprint. I had been looking forward to this event since it was first announced. Jonathan Ellwood had proposed a team of Marlins and my son Hal came up with the name 'One for the Roadsters'. I'm afraid my record with teams is not good but I didn't think the others needed to know this. My preparation of Hal's car went well, and it got its MOT.

It was at this point fate took a hand. Sally, my wife tested positive for Covid. As soon as I knew I isolated myself from her but too late as a few days later the dreaded 2nd red line appeared on my lateral flow test. This was only about 10 days before we would be leaving for the South West.

I prepared myself for withdrawing from the event as if I didn't test negative, I couldn't risk infecting fellow competitors. I felt any preparation of either the car or the route would be tempting fate which was a pity as converting the km to miles would have made a huge difference to our navigation efforts. As things turned out my test was negative, and we set out for the Stroud Premier Inn where we spent the night before the start.

We were waved away from the start by the mayor with his chain and a huge flag and made our way to the first section, Nailsworth ladder. I had climbed this many years ago in a DAF but my major memory is of a photo of Jonathan Toulmin's Cream Cracker airborne over the step. Unfortunately, this was followed by the inside bits of the differential becoming outside bits. So, we treated the section with the appropriate respect and cleared the step and the restart. At the top we met Hal

dealing with the first of the series of punctures that would eventually put him out of the event.

At this point I should say that there were so many sections that some are lost in the mists of my memory, my apologies to the marshals whose efforts were no less appreciated. Ham Mill and Toghill gave us no problems apart from a bit of a navigation difficulty. I thought I remembered John Walker from previous Allen's. The start was completely different from how I recalled it. However, my recollection of its length and roughness was correct but we were soon at the top.

Our route from Batcombe to Common Water Lane was disrupted by a road sign outside Mosterton that was not as we expected, and we ended up reverting to 'what 3 words' which cost us lot of distance and time. As a consequence, I decided to do the section on road pressures which was a mistake as the restart was more challenging than expected. But with a lot of effort and bouncing we managed to clean it.

The rest of the afternoon was spent trying unsuccessfully to make up time. The sections and special test were all completed without problems.

As we approached Exeter the rain began to become tiresome, but we found a filling station and were glad to reach Holland Hall. We were less glad to find that the accommodation staff had not been able to understand that one person could book 2 rooms. We eventually got our keys by which time the post Covid fatigue was beginning to wear my patience rather thin. However, a quick change and a pint with friends old and new soon meant that all was well with the world. We didn't overdo it and despite some further navigational challenges finding our rooms we had a good night's sleep.

Day 2 dawned sunny but by the time we had finished breakfast the black clouds were rolling in.

We found our way to Waterworks which I recall I had cleaned in the Daf many years back. The Marlin was similarly successful even with a restart. Our efforts to find Little John's walk were somewhat hampered by missing the (as previously) phrase in the route but we regained our bearings and cleared the section.

It was at Tipleby that we had our first failure. I stopped low in the restart box and let the clutch in very gently. We immediately got wheelspin and proceeded backwards. After a run back we motored to the top.

Donkey trot has always been a class 0 section in the past, so I made the foolish assumption that it was easy and didn't let the tyres down, so we had a struggle to get to the top.

We had a pleasant stop at Ilstington for refreshments and a nice chat with one of the locals.

I was under the impression that we were doing Simms in the afternoon, so I was surprised when my navigator directed me down the track to the section. Whether it was that or the fact that the restart box was a little higher than usual or that I stopped too high in it led to us getting enough momentum to clear the slippery bit which was disappointing.

Gawton and Danecombe were completed without difficulty, but Barret's Mill was very slippery and required a lot of bouncing to reach the top.

Petherwin Old Hill section and special test were soon completed, and we found our way to the Launceston lunch stop. I had never attempted Angel Steps before. The name sounded ominous as if it might lead us to a permanent

residence in a higher place. There was quite a queue, and we were dismayed to meet Nigel Jones in the Kraken coming down. He said he had tried to trickle it and ran out of grip, so I decided our best weapon was momentum and set about it with some gusto. I think various of the wheels were in contact with the ground at some time during the ascent, but we flew to the top perhaps on angels' wings. It was at this point we received the news that Hal had had a third puncture and was stranded in Lewdown. We managed to find him and give him one of our spares, but he felt carrying on without a spare wasn't on and retired. We carried on clearing Beacon Park Lane and Forder Farm to arrive at Tillerton. We adopted our usual place high in the restart box and with a bit of wheelspin got away cleanly.

After Blackadder Lane we were back at Holland Hall. It was pretty late, and I opted to go straight to the meal. We had another pleasant evening although the fact that we had drunk all the draft Tribute the night before and had to make do with the bottled variety was a pity.

Awards were announced the best being for the Trojan crew.

For day 3 we had a later start which gave us plenty of time to check out and leave our bags to be taken to the finish. We left in good time and found the Cat's Hill restart and section without difficulty. Unfortunately, we turned left at the section ends board too sharply and beached ourselves on the inside of the corner. Many thanks to the other competitors for pulling us out of trouble.

The problems with kilometres caught up with us on the way to Chilly Bridge. We missed the turn and met our fellow team member Jonathan Ellwood coming out of the road from Edbrooke lane, he assumed we had done Chilly Bridge and directed us up the road to the section.

We realised what had happened and contemplated missing the previous section but decided we should go back. By the time we found it we had the course closing car uncomfortably close behind us. I had assumed that this section might be easy but there was a considerable queue and we met Derek Reynolds who had, true to form, managed a breakdown in the most improbable fashion breaking his differential while descending the section.

We felt that taking this section gently wasn't going to be successful and had an exciting climb just getting around the corner at the top. We returned to Edbrooke lane and cleaned that without difficulty.

Slade Lane was a different matter. There was a delay and when we made our attempt, we had difficulty in finding the restart which was between 2 trees. We had no success in getting off it.

We did Tar Cottages and the Courtway test and arrived at the lunch stop at Burnham on Sea. As we were significantly late, we were grateful to be allowed to leave pretty quickly after arrival.

Three Days that shook the World by Roger Ashby

As I look back on the events of just 10 days ago it seems like a lifetime away, as I said to a friend a couple of days ago, "I've got over it physically but not financially!"

It's difficult to recall when the 3-Day event was first muted, but as soon as it was mentioned I knew I would have to compete in what would probably be the event of a lifetime.

The vehicle to do it in was a problem, most of you will be aware of my recent

I had done Travers in the past on and the Allen also Burlledge which was very different from my recollection.

Bitton Lane was the last section before we got back to Nailsworth where there was a special test and section at Wood Lane. These were not too challenging.

We reached the finish at Egypt Mill to see Jonathan Ellwood who had retired with his exhaust ripped off. So, despite failing 3 sections we were pretty proud to complete the event which was challenging to say the least.

The achievement of Dave Middleditch not only in conceiving the event but bringing it to fruition is enormous. The contribution of the vast army of marshals was amazing, not only to man the sections but also the numerous pop-up pokemon tarmac restarts. Dave has suggested a mobile tyre repair service at the night stop which would have been very welcome.

This was certainly an event in the finest traditions of the club, a huge challenge carried out in a great atmosphere of friendly competition.

exploits in the Coates Orthoptera, what you probably will not be aware of is the amount of garage time required after each event (maintaining a car made up of major parts of 65 to 85 years of age!) or how ridiculously uncomfortable it is, that's without how slow it is on the road, no weather protection and the need to plan braking minutes before you need to! It was just not the car to do it in.

At the end of the John Aley I was talking to old friend Stuart Highwood and it transpired that he still had his very successful Marlin (I had thought it had been sold a couple of years previously), Mrs A had been saying for some time "the next car you get needs to have a

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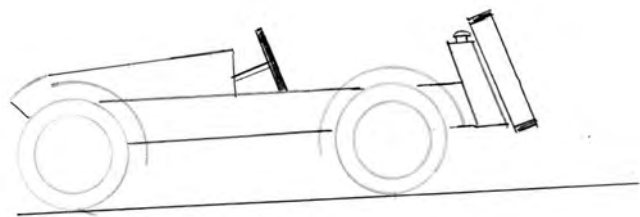
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roof and doors", now the Marlin may not have been what she had in mind but a deal was agreed and eventually it was brought to the Hempstead Homestead for preparation. Sadly, and it's difficult to remember why but there was minimum preparation, getting a permanent mount for the Garmin, a USB charging point for phone and GoPro, change diff oil, check brakes, change pads, check lights etc was about all I managed.

Unfortunately, a couple of days before the event the master cylinder decided to expire and dumped all the fluid into the servo, I remove the master cylinder, what is it from, is it a Marina one, I still don't know. I check out the Marlin Owners website, it appears there is some difficulty obtaining suitable master cylinders, one owner on finding out the cost of having an adaptor plate made to accommodate a modern part has sold his Marlin in despair, this is not looking good.

Up to the secret shed at the back of the garden where the lesser used parts are kept, I find a selection of new master cylinders that I was experimenting with when sorting out the Coates, one is the right size, unfortunately the mounting bolt holes are North to South as opposed to left to right of the original part. Surely, I can make an adaptor plate, if so, I can then use an easily available modern part. A relatively simple but robust design formulates in my head. I find some metal, unfortunately my stock is running low, and I have to cut up a bracket I had made to support the supercharger on the Coates next engine (note to self, order more metal), obviously this all takes time, but I succeed and am pleased with the results.

Stuart very kindly supplied me with a load of spares including another two wheels (it came with the mandatory two spares on the car), I purchased two tyres through NOTW and thought in

light of the three days I should have additional spares. This entailed removing a rough tyre from one of the wheels, painting then fitting the "as new" pair.

Strangely after many years of changing tyres with levers I just cannot get the old tyre off, in the end I search eBay and find a Machine Mart type machine available relatively near me, "buy it now" follows then I am off to get it. I purchased Rawl bolts to secure it in the concrete outside the garage, then the drill (many years old) expires, back to Screwfix and I buy a new drill and the appropriate bit.

The new drill goes through the concrete with ease, the tyre changer is set up, but I can only move the tyres with the aid of a scaffold pole, this does the trick but the lever bends, I get round this by using it on alternative sides and straightening the bar each time, before I use it again, I will weld a strengthening piece to the side!

Does anybody else encounter all these problems or is it just me? I load the car the day before and at this time have yet to try it on the road or in an event, this is going to be a steep learning curve.

Now getting a passenger can be a problem. I have a small pool of willing volunteers, but the normal gang are all doing things, Alan Wibberley is with son Ben at the Welsh 2 Day, Peter Browne is committed to taking photographs at the event, Ruth cannot get cat cover for four days, so I will have to spread the net further.

I ask around the motorcycling friends and surprise, a friend of 50 years standing comes forward, his name is Alan Clarke, and he has been around motorcycle sport for probably 60 years, he has been very successful in top line moto cross, sidecar trials etc etc (he is also probably the best mechanic I know,

Alan & Jane Bee,
MG Midget, on
Dob Park Ford



John & William
Ramsden, Marlin,
on Strid Wood 2



The Yorkshire Dales Trial

**Photos by
Dave Cook**

George Godkin
on Strid Wood 1

and this will prove useful). Amusingly like myself he has a namesake in motorcycle sport, another Alan Clarke, formerly a coal miner from North of Watford who he used to compete against in the British Championship Support series, this one does not seem to have gravitated to MCC events so we should reduce the confusion.

The next bit of chaos is my cousin's wife has died and the funeral is to be held in Cromer the day we are due to travel to the trial. I cannot miss this it would not be acceptable. We confirm with Alan that we will go to the funeral and as we cross the Dartford Bridge on the return, we will ring him, and his wife Marge will drop him off at our house and we will start the journey to Nailsworth!

We do this and I cannot recall the exact time, but we get going in the late afternoon, we get to Egypt Mill where we have been promised single beds in a double room, we go to the room and you know what's coming, a double bed. It's just too late to make a fuss and we share the bed.

Up in the morning and we get the truck and trailer to the parking area, this has all been sorted extremely efficiently, I then start to question how I am going to access the two additional spare wheels from Exeter, should I chuck them in with the motorcycle luggage, probably not politic to do this.

All of a sudden, we are underway, we have a restart on Nailsworth, previously without restart the Coates has climbed easily, the Marlin does likewise, and we roar through the restart not presenting a problem.

Then on to Gydynap which I cannot recall, again no problem, we continue through the route without issue until Toghill Lane, it is hot and we queue for a little while, we have a restart, all seems to be going well, then on the

restart the clutch release dies, it will not disengage and the engine dies, I cannot roll back as it is stuck in gear with not release possible, eventually through brute force it comes out of gear and we roll back and manoeuvre into a space by the side of the section.

The heat has caused the plastic pipe on the metal pipe to become soft and slide off! We have a new container of brake fluid and Alan jumps into action, he removes the pipe, heats it up using the exhaust manifold and refits routing the plastic bit away from the heat as best can be achieved, we bleed it and get on our way, but this has taken some time. We are having difficulty with the directions from the route card, I then realise that Alan is predominately a Moto Crosser, and they have ropes/chestnut fencing to show them the way! Unfortunately, the speedo and trip has given up the ghost, then the Garmin plays up and we lose the speed and trip indicator on that as well!

In addition, a carburetion fault has arisen, and the engine is revving its nuts off then running normally, inspection at the end of the day shows no obvious fault or solution. Somehow, we finish the day with just two fails and are in the silver bit.

Back to the wonderful accommodation at Exeter University, using this for an overnight was inspired, sadly there are no twin rooms so knackered we are both in the same bed again. Dinner was not as good as it could have been but the bar and the chance to chat with friends old and new was brilliant.

Up reasonably early breakfast is good, and we are off, annoyingly we get a puncture on the way to the first section (yes on the road!), this puts us behind, but we crack on, from the results it appears we miss the first section, this is very possible as we are having issues with the route card.

We appear to have missed or stopped in some 11 sections, a fairly awful performance, somewhat deflated we press on only to get another puncture on the road (wouldn't be so bad if it was in a section). We press on and again are one of the last finishers.

We miss the lunch stop at Launceston, not sure what happened to that! We now have two punctured wheels and two good spares in Nailsworth, Stuart Highwood appears, commiserates, and offers to be out there first thing in the morning to help me fit a new tube.

We then have a brilliant evening in the bar all telling amusing stories of the event and things from the past. I am up early and Stuart as good as his word is down in the car park, he produces and excellent piece of hydraulic kit that he uses on his tractors to break the bead, the tyre is levered off we fit a new tube and we are away.

We get going our sole aim to finish, performance in sections is of little consequence, having had the year not doing many restarts they are now causing me (not the car) problems, also as a newbie to class 7 I forget that often we have a different restart to other classes, I mess up two sections by stopping at the wrong boxes, I suppose I will get better.

Exmoor Clouds 4th September 2022 by Neil Browne

The Autumn trials season kicks off with the Exmoor Clouds. Brother Peter and I were both in Class A on our 650 Triumph Metisses. The Metisse is a scrambles bike from the 1960s, so pretty good when a section calls for some power, but a bit tricky to handle on tight turns or slippery conditions. Following the dry summer, and with Class A having few restarts, we were looking forward to a good day's sport.

We finish the day with 4 faults, better than I expected, so no awards for us! Highlights of the day are the lunch stop at Burnham on Sea, I do my best to do the PR bit with the locals, we are approached by the newly elected Mayor and I fall back on my 30 plus years of local government experience to ingratiate myself, it is quite clear she is a big supporter of anything that will bring revenue to the area, so hopefully we can go back there again.

Then the finish at Nailsworth, all the photographers, talking to the interested local and then the applause when we left, I thought I had won Le Mans!

A huge vote of thanks to Dave Middleditch and all those who helped him make this event the amazing success it was.

Also worthy of praise were all those members of the constituent clubs of the ACTC who were seen throughout the event marshalling and generally assisting all over the place, the event could not have taken place without your support, many thanks from a very tired crew!

Would I do it again, like a shot, however Alan has said he will never navigate again, I have crept round him promising he can use the Marlin in an ACTC event in 2023 and I will navigate for him.

Away from the start, manned by Charlie Shopland, we rode down the Exe Valley to the first section, Robin's Nest. This was a nice grassy climb out of the farmyard and was fairly straightforward – just right for the first challenge in the trial.

On to Beech Trees Test, in a pretty field with long-abandoned small quarry pits. The test was a sprint from Line A to stop astride Line B, on slippery grass. I got the Metisse into 2nd gear, carrying a bit of speed, and all went well.

Just down the road, Section 2, Churchtown started with an easy ride up the lane, but finished with a wicked right-left over some hummocks and out into the field.

Next was Luxborough Lawns - we had been here last Autumn when it had been very boggy with troublesome tree roots. Today, though, it was dry, with plenty of grip, even on the restart. The bike bounced over the hoof marked ground and the occasional rock, and successfully out the top of the section.

Treborough Fields was a nice grassy climb, quite steep and bumpy with a tight turn at the top. Fantastic view from the top.

Weatherlake's Surprise was a last-minute substitute for Tarr Cott. A stony track through the wood, the second half was quite rough, with large outcrops of exposed rock.

We rode on, over Wimbleball Lake, which was very drawn-down, more mud than water visible, and on to Steep Lane. This climbs up the side of the valley on the downstream (dry) side of Wimbleball Dam. It was a lovely spot, sun shining, and mist rising from water tumbling over the dam. The lady start line marshal was very pleased to have been given this section. The climb was steep and rough with big loose rocks, but picking a line through the rocks, all was OK. I first did this section in an Exmoor Clouds about 25 years ago, on my Triumph Metisse riding with my sister Julia Browne and her fella Mike Maddocks on Honda XR 600s.

Next was Chilly Bridge, a rocky forest track. We had to do a deviation through the restart, which needed some concentration to get out of the rutted track, through the deviation, and then drop back into the rut. Worked OK though.

Rode a bit further up the Exe Valley Road to Ski Slope. I hadn't done this section before, and it was a lovely steep climb with some loose rocks – a chance to unleash the Triumph's 650cc. I enjoyed that!

On through Winsford we rode, to Pinn Quarry. This was quite a tricky section, a rough grassy climb with some very deep ruts. The start line marshal reminisced about seeing Metisses in scrambles which his grandfather had taken him to, 60 years ago!

Just round the corner was Pinn Point. The section started at the foot of a big steep grassy mound, and we had the usual problem of not being able to see far enough ahead to sensibly plan the attack on the section! Luckily it was dry with plenty of grip, so worked out OK.

Then we had a brilliant ride to Exford, across the moor to the top of Porlock Hill, and down some lanes across Robber's Bridge, to the lunch break at Lorna Doone Farm. Thought of my mother, who was named Lorna after the heroine of the book!

After lunch we rode just down the lane to Section 10, Southern Wood, another nice steep climb on loose rocks, with a bit of moss and wortleberry in the deviation. My father had told me he'd ridden Southern Wood in a Land's End Trial in the 1950s, though I doubt that was exactly the section we rode today.

Another nice scenic ride took us up to the main road, down Porlock Hill and on to Section 11 Venniford. This was very straightforward – and I wasn't complaining about that!

Then it was into Bratton Woods for some fun....

Section 12, Lena's was a rocky climb with a grassy deviation at the top. We did wonder whether the lady marshal at the start was Lena?

The observed test at Long Drag was dry and grippy - another excuse to use the full power of the 650. Brother Peter went before me on his 650 Triumph Metisse and got into second gear doing a decent turn of speed.

Section 13, War Zone went along the forest track, and then turned off right, climbing steeply up through the trees. I misjudged the turn off the track and measured my length on the ground. Never saw the top of the section, though brother Peter cleaned it.

On to Periton Hill which was a grassy track, quite wet and muddy. I managed to keep the bike in the centre groove of the track and got to the top OK.

Periton Summit was a very long grassy track (I think the longest section in the trial), which turned very steep and quite rocky near the top

Water Run was in prime condition, very wet, quite rough rocks in the middle part, then turning muddy just as it got extremely steep towards the end. I used full throttle through the mud and climbed past the 2 marker before losing control on the off-camber right-hand at the exit of the section. My apologies to the young lady near the top, who probably heard me curse at my failure!

Onto the last section, Slade Lane, which I had ridden many years ago on my Wasp sidecar – I recall the footrest got wiped off on a big rock! Anyway, today the Metisse took me to the top OK, though I seemed to miss the 3 marker along the way.

With all sections now completed, we carefully rode back to Wheddon Cross to sign off, and enjoyed a nice coffee at the "Rest and be Thankful" This Exmoor Clouds has been great fun, thank you to the organising team and all the marshals, and see you again next year.

Exmoor Clouds by Dee Champion

The Exmoor Clouds organised by Minehead Motor Club this is the first trial of the winter season. It was sponsored by Derek Merson Garages and was held on Sunday 4th September 2022. Paul Merson with Norton Selwood and Nick Sherrin were the main group of members that put all the hard work in to making an exciting competitive day consisting of 17 hills to climb and not forgetting, two special tests. The instructions were clear to follow, covering an estimated 69.8 miles to all the sections. Thank you for a very well organised and enjoyable event and the incredible views of the countryside we saw on the journey.

As the summer is coming to an end which has been a scorcher causing the

ground to be considerably parched and desperately in need of a good watering it was good to see the weather forecast for the Saturday evening of rain then torrential conditions for the Sunday. This would have been a blessing as it makes the sections more ambitious.

Travelling to the venue on the Sunday the sky was overcast with a slight drizzle not quite what we were hoping for, as the morning progressed the sun begun to shine. Arriving at the Rest and Be Thankful pub car park at Wheddon Cross where the trial begins, with signing on scrutineering and chance to enjoy a bacon or sausage bap, it was great to see so many competitors mingling and admiring the vehicles that were entered and general chit chat. There were 87 entries, but some didn't make it.

One competitor who amazed me was Aaron Haizelden who had driven the

scimitar from Exeter to Minehead then competed in his Deere Special with an injury, he had ruptured his right anterior cruciate ligament with a fractured knee. Whilst playing football this guy must have a lot of resilience and a high pain threshold he is currently waiting for an operation, which is a lengthy wait. It was nice to see Tommy Goodwin in the navigator's seat!

We need to congratulate Aaron and his partner Jodie who became parents with the arrival of baby Jax who made an appearance unexpectedly in August, a month early and had to spend two weeks in the special baby unit. Jax is now home. Another generation of the Haizeldens maybe in the near future who might join in his dad's and granddad's passion for trialling.

Charlie Shopland, the marshal who was at the start point began with Chris Barham, the first bike to start the trial leaving at 8.31am with the rest of the competitors following a minute apart, the first car left at 8.59 that was, Nick Farmer in his UVA fugitive who was accompanied by Duncan Stevens. I was navigating again for Dave Haizelden we were no 54 leaving at 9.24.am.

Robins Nest with Clive Rayson as the marshal, the first section of the day, a nice easy hill to begin with, for us gaining a clear even though the track was very muddy and slippery most had great lower scores. Next, we had a special test at Beech trees. A fairly dry track in a grass field starting at A marker then around a large grassy mound through 5 sets of cones going up a slight hill to the finish. Simon Oats gained the fastest time of 18.8 driving a Liege.

Unfortunately for some they had penalties for hitting the LARGE ORANGE cones James Shallcross and Mike Greenwood! After the test there was a very long wait at the holding

control, with a very long queue of different types of cars waiting in a very neat line along the grass route way with beautiful views in the distance across the fields. Finally, we made our way to the front to see Richard Williams who was enjoying a cuppa and he waved us on to the next section, Churchtown.

Judy Phillips was at the start point on Churchtown, a rough old track with a 90 degree right turn up to the exit into a field. We climbed to marker 1 which was the highest climb on that section, with James Shallcross and Mike Greenwood a close 2nd on marker 2, with all the class 8s failing on the restart where Adrian Dommatt with that cheeky smile was waving his flag.

Section 3, Luxborough Lawns. It was a shame to see Katrina Selwood with Abbie Jeffery under the bonnet of the Troll, who had to retire because of distributor issues. Ian Murphy too retired on his Beta Alp 4.0 bike.

The next section, Treborough Field, as you can guess it was in a field with a very steep dry grassy bank we had to climb, as we approached marker 4 where the back wheels started spinning, we put all our effort into getting the car moving, with Dave turning the steering wheel back and forth and with me bouncing like mad. We were not going anywhere. Later, on the grape vine it was said I was a very enthusiastic bouncer!!

Weatherlake's Surprise, climb 5 which had had its name changed from Tarr Cott, middle restart for classes 5,6,7 with a lower restart for class 90.

Ski Slope, climb 8, had a deviation, the ground was rough with stones and rocks then up the steep slippery grass bank where the deviation was, then back down onto the track. We managed to get to the deviation with smoke coming from the back tyres as we tried

to move the car, which was moving like a snail, we were bouncing and trying really hard to edge the car forward to gain traction with no avail only to discover we had a puncture! As we moved from the position we had been stuck on, the ground had tyre impressions, which were smoking.

Section 9 Pinn Quarry. Twists and turns with sharp bends in the track certainly caught some out with a great video of Aaron's driving skills as the front end of the Deere leaves the dry ground and he still keeps control but only makes it to marker 4. As for us Dave's foot was on the accelerator, oh my god we flew up that hill like a tornado and for a split second I thought I was back in the seat of the Porsche with John Cox! Holding on for dear life! ONLY TO NOTICE A RESTART marker in the middle of the section for class 8. Dave did try to avoid it by swerving, all you could see were the marshals fleeing from their seats with the chairs scattering on the ground, so that we wouldn't hit them! Amazingly we received a clear.

Arriving at the lunch halt at Lorna Doone we were greeted by a lovely lady who told us that there was a little café around the corner time to enjoy a proper hot drink, as I'm waiting in the queue admiring the mouth-watering cakes and deciding which one to choose "MMMM" it was my turn to be served "A medium Latte please"! I had better make sure I get Dave's coffee first! Whilst I'm still deciding what food to buy, a voice pipes up behind me from another competitor wishing me a Happy Birthday, which was on the 1st September. The person who was serving me said, "oh its your birthday the coffee is on the house", which took me by surprise, I didn't have the audacity to ask for any thing else. So, I quickly scurried out of the café saying "Thank you so much that was really kind of you" Once back to the lunch halt car park, Dave was enjoying his fresh coffee whilst I drank my

stewed tea from my flask, and we ate squashed sandwiches!!!

The next section Venniford, section 11. This section was our last one for the day, as we had to retire, the climb was considerably easy when you put your foot down on the throttle and went full power a clear for us. Making our way to the tarred road to pump up the tyres the Scimitar suddenly just stopped to a halt and would not start again. Dave and I checked the fuses also the wires to the fuel pump as you turned on the ignition you could not hear the pump running. Nick Deacon in his x90 stopped to assist us, he had some electrical wire.

Dave then, hot wired the pump to the battery bringing it back to life we had power in the rear of the car but when I went to turn on the ignition that was still dead, thinking caps on "MMM have we run out of petrol!" As the other competitors were leaving the section, I asked if anyone had a petrol can on board whilst Dave was frantically trying to get us on the move again. Luckily, we did have enough petrol in the tank so in the end we decided it was an electrical problem and had no chance but to retire. Brian Hampson with Dave Turner kindly towed us in their X90 to the nearest village where we would wait for the closing car.

A gentleman called Richard who runs Barbrook Garage asked if we needed help, chatting to him we found out that a few years ago Dave had helped his daughter who had got stuck on Simms hill. Richard kindly drove Dave back to where the trailer was at the Rest and Be Thankful pub whilst I stayed with the Scimitar. As rain started to fall Michael and Ken Greenfield who were driving another x90 had stopped to pump up their tyres came over to help me pull the roof back over the car. They had decided to retire early as they had a long drive back to Kent; they told me that they had been waiting for over ¾

hour on the last section as a car had reversed into a tree and was stuck solid, they said it would have been a very long day for them as there were still 6 hills to climb.

As I was waiting for Dave to return it seemed for ever every competitor that passed me by did ask if I was ok so thank you to each of you. Brian Alexander with a great big smile on his face who is the oldest person to compete in the trials at the grand old age of 93 pulled over for a chat explaining that he had been stuck against tree for a very long time, once rescued by the marshals who finally set him free, he then hit the next tree down the section causing a very long delay. The left side at the rear had definitely taken a considerable bashing.

Finally, after a 40-mile round trek for Dave to fetch the trailer, we were on our way home only to receive a phone call from Aaron to say that his rear shock absorbers had broken on both sides because the threads on the top mounts had ripped out whilst climbing War Zone, although he still managed a clear. This hill also claimed Paul and Peter Wood who were driving a Peugeot 206 GTI. A temporary fix for the Deere with a ratchet strap holding on the back

wheels. Then a steady drive back to the pub's car park, where Aaron and Tommy enjoyed a pint or two watching Man United beat Arsenal on the big screen.

Dave Robinson, who navigated for Jack Selwood in a DP Ford, usually tows Jack's car back to Wellington, as they live close to each other. Ann Robinson was marshalling on Steep Lane. The plan was that once Jack had finished the trial, they would put the Deere on the trailer then drive the ford back to the Selwood's garage then Aaron would wait for his dad to drive back to Exeter to unload the Scimitar then drive back to Wellington to pick them up. As Jack was driving them back from Minehead in an open top car the sky had opened up, the torrential rain had finally arrived making the drive back horrendous and very wet. What an eventful day was had!

The outcome with why the Scimitar would not start. With the help from Mike Warnes on the Monday after giving the car a good look over was found to be a fuse to the Omex which we didn't see on the Sunday... maybe its time that we need to go to Spec Savers!!!

Exmoor Clouds Trial by Jonathan Toulmin

It had been very wet during the night, but bright in the morning. Scrutineering was carried out efficiently about a quarter of a mile from the start at The Rest and Be Thankful pub in Wheddon Cross. The starter did not appear to have a watch or clock and was setting competitors off at random intervals, but mostly at longer than 1 minute, and by the time our turn (No 63) our official start time of 9.33 had become close to 9.50 am.

However, this would prove to be of no consequence.

Access to section 1 (**Robin's Nest**) was up the very steep private road to Widlake Farm. In the 1930s, this had been one of the most challenging sections anywhere in the country, even stopping some (but not all) of the works MG Cream Cracker and Musketeer drivers. Now it is tarmac! The section was from the very edge of the farm buildings up a greasy and grassy bank with a sharp right and then left turn, so the 'bouncer' was put to work straightaway – we managed a "2" as did

**Dick Peachey
120th
Anniversary
3 Day Trial**

Brian Hampson &
Phillip Dean,
Suzuki X90 on
Nailsworth Ladder



**Photos by
Dave Cook**

Barry & Graham
Redmayne ,
Liege, on Simms

Alexander
Elbrow,
Huskvarna
TE 300 TPI
on Chilly
Bridge



**Exmoor
Clouds**

**Photos by
Duncan
Stephens**

Roger Teagle &
Dave Perry,
UVA Fugitive



Jon &
Calvin
Moores,
MG, on
Periton



Russ
Clarke &
Steve
O'Connor,
Troll T6 on
Ski Slope

MG Taster Trial

Photos by
Dave Cook

James Jennings
& Anwar Habib,
Dellow Mk1



Madeleine &
Richard Baxter,
Austin 7 Ulster

Matt Wills &
Matt Littler,
Mazda, MX5



Brian
Hampson,
Suzuki X90

Roger Asby &
Lee Peck,
Coates
Orthoptera

Taw & Torrige Trial on Wemsworthy

Photos by
Paul Morris



Dave
Haizelden
& Dee
Champion,
Reliant
Scimitar

three other X-90s but some went clear. (10.08 am)

Beech Trees was next – a glorious Observed Test of good length up hill and down dale with humps and bumps. Just before the test, we passed Paul & Peter Wood's 206 GTi with a possible problem. They continued but eventually retired after section 13. The test was marshalled by Andy Potter whom we knew from the sprinting days as we were both running in the 1100cc single-seater class.

11.23. Lady marshal at the start: **Churchtown** section was immediately off a very narrow public road and therefore no queuing for the section was allowable, do we were held in the field immediately after the special test for most of an hour. The section itself was a muddy but hard track with a steep and acute right-hand corner which stopped us at 5 (like most of the trial) so we made a smart return to the road to carry on to Luxborough Lawns just over a mile away.

Luxborough Lawns: Sharpish looking rocks – we were going well but the Suzuki suddenly ceased forward motion after passing the "2" marker, so that would be a ONE for us. Unusually, for this event, there were penalties for hitting markers, but I think we avoided them. This was much more of an issue at the next section.

The sun was shining, and it was warm as we approached **Treborough Field**. The route-book said "...R through gateway". An arrow on the verge confirmed that we were in the right place, but there were two adjacent gates, both open, so it was by luck that we correctly choose the left one. But in the field, there were no arrows to guide us to the start and I almost drove through the section ends markers. There was no queue at all here – in fact they were waiting for us! The section was a narrow grassy bank with a sharp left and right turns all marked with stakes for

which again there would be a penalty for hitting them. Only 7 here – not good! We departed at 11.52

I was looking forward to renewing my acquaintance with **Tarr Cott** – a section that we had enjoyed back in 2004 and 2005 in my 2.0L Marlin days. For unexplained reasons, **Weatherlake's Surprise**, exactly ½ mile east of Tarr Cott had been substituted instead. The approach was through a farm and down a lovely track, through a shallow ford and up into trees. The section, which we tackled at exactly midday, was hard proper track having started in the trees. I was too enthusiastic with the throttle pedal and the Suzuki first went up the left-hand bank, then the right-hand bank, lost all momentum and we spun to a stop just after the Class 8 Restart for a "5". Most got up, but several failed at the same place as we did.

There was a little drizzle as we arrived at **Steep Lane**. The lady start marshal warned us that there was a low branch across the track with just enough clearance to drive under it! The start was on the level, almost underneath the massive dam of Wimbles Lake, then a sharp left and with headlights and spotlights ablaze in a tree-lined hard track between high banks, it was a wonderful fast dash up the lane – not difficult but great fun. We never saw the low tree! All but one (a 'biker') got up without penalty, but I hope that the organisers keep it in for future events – it's a lovely section and it is always good to have one that everyone can climb!

Then a 7-mile run to **Chilly Bridge** just off the A396 and a mile or two north of Dulverton. At shortly after 1pm, we were just 36 miles from the start, and it was raining lightly. There was quite a narrow, long and very bumpy track running along the river Exe to the section. On our left, a steep wooden hillside up which the section would take us. Before seeing the section, I told my bouncer (she who must be obeyed) that I thought that it

would be slippery, and I was not wrong. I knew that I should have let the tyres down but did not want a puncture and we paid the price. We failed and had a slightly tricky reverse to a small (3 car) holding area, then it was a matter of squeezing past the later runners on the narrow track.

Less than 3 miles brought us to **Ski Slope**, another section that I remember from my Marlin days and similar to The Jenny Wind on Midland AC's Clee Hills Trial being the course of an old winch cable railway. Our friend Donny Allen was the start marshal. After lowering the tyre pressures to 10psi, we got going quite well, but still developed too much wheelspin, so I back off, got grip but on the very steep gradient, the engine revs were down to 1000 rpm or lower and we simply ran out of power just where we were to turn off the track up a grassy bank to score a "3" – the best score in class 90 being a "2".

The route took us west passing the pre-war section of Edbrooke and through the quaint village of Winsford to **Pin Quarry**. It was just about 2pm and this was the mid-point of the trial in distance terms – 44 miles from the start. Pin Quarry took me back to my Hillman Imp days when, in only my second trial in October 1985 when we had a timed test through the stream (not a good idea). Since then, I have tackled Pin Quarry in my 2nd Imp, my Marlin when it was 1.8L and again when it was 2.0L EFi (Rover Montego engine). This year the stream was all of about 1cm deep and section began a little further on. There were two routes for the lower part of the section – the clever people did the left-hand route, and we did the other easier one, but the hard stony track still stopped us at the "3" marker like some others in our class. Somehow, we managed to drive out of the section, but the exit route was not so well defined. We passed James Shallcross who was fettling (changing a wheel?) on his 205.

There was then a twelve-mile scenic tour through Exford and passing the pre-war section of Worthy Lane used on the 1936 Brighton-Beer Trial. We had pre-war photographs of the section, but no one knew where it was. Bryan Ditchman did an immense amount of very detailed work to find it and I walked it a few months ago. It would be useable today, but not difficult. The route took us over Lucott Moor (there were brown cows on the road) on the old Land's End route to join the A39 at the top of Porlock, but soon turn off the main road down a tiny and most picturesque road to the Lorna Doone lunch stop where there were 'facilities' and a shop selling food! Officially there was a half-hour break there, but if running late (we were 100 minutes behind schedule) we could have gone straight through. A 5-minute stop was taken for a tuna Baguette and use of the 'facilities'. About 7 competitors were taking advantage of the stop and we jumped ahead of a couple of them.

Sothorn Wood was just over half a mile along the lane and there was rather a queue for it. We were following Dan Keat in his Fugitive who seemed to be getting up most of the challenges of the day. I had done this section back in 1996 but did not remember it. My bouncer thought that the start was a bit 'dodgy' as we started on the tarmac at right angles to the road and then straight into the woods – a steep stony track in trees. My choice of 15 psi was wrong, and we stopped at a disappointing 7 – all the other X-90s got up – oh dear!! Just along the road, we squeezed passed ACTC chairman Dave Haizelden whose Scimitar had broken its fuel pump (I was told).

Another mile or so brought us back to the A39 virtually at the top of Countisbury hill, where we turned east – so in reverse direction from the Land's End route. Then the descent of Porlock – that is steep and long, and no wonder that it was an amazing challenge to early Land's End competitors before the

tarmacking machine got to it, In Porlock village we passed a sign to Doverhay, another much-used pre-war trials section.

Venniford was next, 71 miles from the start and tackled at 3.30pm. At least it was not raining. We had a Restart – I hate them – but the section was almost level, the Restart was at the “2” marker on a very modest slope and caused only one competitor to lose marks there. There the exit route joined with the exit route from the old MCC section of ‘Hindon’ and soon back to the A39 just a mile or so west of Minehead. Soon we turned into Great Headon Plantation in which the club (back in the 1980s) had run three sections which they called Middlecombe 1, 2 and 3, so I had since then assumed that we were in Middlecombe woods, but that name is not shown on any OS Map back to the 1890s, so from where did Minehead MC get the name?

There were six sections there, including the second timed test which was very straight forward of the line A to over B, reverse back over B and stop at C on an almost straight track of modest gradient. **Lena’s** was great fun – we romped up without any difficulty– in fact only 3 lost marks there. But the track to the next section was very bumpy indeed.

War Zone was next which we managed to clear, as did all the X-90s, but 5 cars and about 15 ‘bikes dropped marks. At the foot of **Periton Hill**, the class 7 MG J2 of Jon and Calvin Moores (so that would be 1933 model, but with a 2 L engine – originally 847cc!) was parked with a broken differential. The section stopped 7 ‘bikes and all but 8 of the cars and this was followed by **Periton Summit** where just 3 ‘bikes failed but 15 cars (including us) dropped marks. At 4.40pm we were at **Water Run**, the last section in these woods. It had a reputation and some of the class 8 cars were running very low tyre pressures – about 5 psi – but they did have a Restart

to do. Despite the Restart, Class 8 were only cars to see the top of the section, but the majority of the ‘bikes cleaned it. I knew that I should let the tyres right down, but again to avoid the hassle and delay that a puncture would cause, we stuck at 15psi, but enjoyed getting a “5” which was about par for the class, so not too bad!

Back to the A39 and a half-mile detour to fill up with fuel at Tesco – ballast for the last section and enough to get us home 140 miles away. Slade Lane was used pre-war, and I first tackled it in 1985 and have had 6 attempts since, but I was still apprehensive about it as it is steep and rough, with some possible alternative routes. No real delay here at 5.25pm and we were immediately behind Dean Partington (Car No 44) so we had made up 20 places. The section proved to be a delight if rather rough, and we were delighted to get up it – or so we thought, but the results gave a “3” and I don’t know why.

We finally signed off at 5.45 back at the Rest and be Thankful pub, departed straight away and were home near Stratford-on-Avon at 8.30pm. There were 54 car entrants, of whom there were 12 retirements and 1 non-starter and 31 bike entrants, with 4 retirements. Best Overall Car was Dean Partington, Class 8 DP Falcon, with 5 points but Paul was equalled by Charlie Merson, who was First in Class 8, as he was 2nd Overall due to being 1.3 seconds slower on the Observed Tests. Best Overall Motorcycle was Rom Dobbs, Class B2 Beta X Trainer, with 0 points, but this was also very close, with Neil Arnold, Class B2 Yamaha Serrow, First in Class also with 0 points but by being 5.7 seconds slower on the Observed Tests.

A really excellent trial, route book was spot-on, good route marking on the public highway, wonderful scenery and some good sections – so well done to Minehead Motor Club and a big ‘thank-you’ to all involved.

51st Exmoor Clouds, Minehead Motor Club

As I consider what to write about this superb event it comes to mind that for this trial and the three that follow it, I have had four different passengers.

Its not that I break them, or they won’t get in the car with me again it’s just they are all busy people with loads of other commitments and interests.

Alan Wibberley was somewhere in Europe supporting son Ben in an Enduro, Peter Browne was competing in the event on a 650 Triumph Metisse, Ruth was at home looking after numerous cats and a horse! Then Peter suggested his sister Julia, this seemed ideal as I was aware she had previously competed both on solos and sidecars, so would get the route card, my biggest worry.

The event started at the “Rest and be Thankful” due to the distance from home and travelling on my own I had taken the decision to spend the night before and night after at the pub. I cannot praise the service at this venue enough, the landlord fell over himself to provide an excellent service, I do hope the event starts from there in 2023 and that he did well out of our use.

The car is parked at the start, but I don’t want to upset anyone, so on the Sunday, I take it to the market parking just down the road. I unload and see a number of old friends, the normal banter ensues, I do so enjoy this strange community we frequent.

I see Peter and brother Neil unloading the bikes, despite having ridden bikes for years I just cannot believe how they lug these awesome gargantuan monsters around! I am introduced to Julia, I seem to recall we have had a phone conversation, I immediately know we are going to get on.

All of a sudden, we are underway enroute to Robins Nest, a nice little uphill section with a sting in the tail, a turn where we lose grip, we lose 2 and are quite pleased with that.

Then on Churchtown, another up hill with a sharp right turn up a muddy slope, again we cannot make the steep bit and stop at 5, amusingly whilst queueing Julia sees a cycling friend pedalling the other way, she shouts, he looks, he cannot compute who this mad lady is who is shouting at him, funny how we cannot recognise people out of context.

We charge on to Luxborough Lawns, Treborough Field, Weatherlakes Surprise and Steep Lane cleaning all of them, the little car is performing brilliantly, and Julia is obviously impressed.

Pride comes before a fall as we all know, at Chilly Bridge I am on a roll and do not fully absorb the words in the route card, “Deviation through restart” and later “All other classes straight up”, we tear up the hill and then there is a restart to the right of the track, I veer to the right and get stuck as I realise my mistake, it’s no good we incur a penalty of 5.

Then up Ski Slope, no problem getting of the line and making the climb but the dog leg at the top defeats us and we lose 2 points.

We press on to Pinn Quarry, Southernwood, Venniford, Lenas and War Zone where we sail through all of them. Periton Hill comes next, I remember this from previous events, a very challenging hill where it is an achievement to get anywhere up the hill with our low power and “challenged” tyres. We steam up there with the engine revving and we make it to 4, Jo Goodman is marshalling and is screaming encouragement! So pleasant

to see our friends enthusiastic irrespective of whether they are competing or marshalling.

Periton Summit is a long winding rutted track, the Coates with the large wheels and good ground clearance is ideally suited and we charge to the top.

Water Run comes next, by now there has been some rain and I suspect the section has got slightly more difficult, again we go for it and are doing well but we get to the 4 marker and just cannot get the traction to pass it.

By now the trial is running a bit late due to cars breaking down in sections and being difficult to remove and the rain is getting intense!

We get to the last section Slade Lane in the dark and we do it with illumination from the headlights, we (I really) miss the deviation and lose 3 points, annoying but caused possibly by a lack of focus.

We crack on to the end and the rain is torrential, the Julia's phone keeps ringing, it is Peter and Neil but she cannot get a connection, we are both

amused, is this the boys checking up on why I am keeping their little sister out late!

We make the finish and are delighted; we pull up by the side of the steaming X90 of Brian Alexander.

I later get into discussion with Brian and it transpires he thinks he has killed the trusty X90, he has Green Flag Breakdown Cover, calls them and after a long wait he is told they cannot get to him till 09.30 the following day, this poor service from Green Flag seems to be a continuing theme with a number of our trial's friends. I find out later that he is not recovered until 11.30 on the Monday!

And the trial, wonderful I cannot praise the organisers enough and all things being good I will be entering in 2023.

Next the passengers' stakes, well Julia must have enjoyed it, she is doing the Exeter with me in the comfort of the Marlin, Alan W having entered on a 500cc Moto Morini V twin, being modified as I write.

Roger Ashby (Kent not Marlow)



Many thanks to **all** our wonderful Marshals & Officials

(Photo by Paul Morris)

Taw & Torridge Trial September 2022, by Brian Hampson, Suzuki X90

This was the second trial after the summer break and it was a beautiful dry sunny day for the hour and a half drive to North Devon, stopping to refuel at Roundswell in Barnstaple, as the supercharged X90 is not the most economical machine on the road and is only happy on E5 fuel!

Clovelly Visitors Centre was looking quiet early on a Sunday morning before the day trippers arrived - as was the generous car park for trailers and scrutineering, which was thoroughly carried out by Phil Yeo. We'd done the Exmoor Clouds two weeks earlier (which had been oversubscribed with 28 bikes & 51 cars, plus a reserve list), but today there were 33 bikes, 1 Reliant and 27 cars.

After a minute's silence at 9.00am in respect of Queen Elizabeth's passing, and a quick bacon roll and cup of tea with Dave Haizelden and Dee Champion, plus Nicola Butcher, Ben Gladwin and their boys, the competitors were waved away by Sticker Martin and I was navigated to the first section at Cutcliffe Lane by the experienced Dave Turner.

It's always nice to have a 'gentle' section to start with, but this was straight in at the deep end on a challenging section with a Class 8 restart and indeed did take a few scalps, mainly from the cars, with Simon Woodall in his VW Buggy and Stuart Holton in his newly acquired Sylva Enigma, together with a few others picking up some points. Peter Ashford with his wife Beverley, navigating on her first ever event, had gone brave on low tyre pressures in his X90 and whilst he cleaned the section, had rolled a tyre off the rim.

Whilst we, together with Nick Deacon & Ben Wear from their X90 were helping to change the wheel, the course closing car (which wisely had chosen not to climb Cutcliffe Lane) had arrived at the Observed Test in front of the three of us, but all was well and he let us go by!

On we went to the Wemsworth sections where number 1, whilst including some very tight hairpins, was dry enough on the steep grass not to cause many problems. Wemsworth 2 (for bikes only) must have been tricky as a number of the bikes collected scores that they didn't want! Wemsworth 3 included a restart over a hump on the hillside where I had a complete 'senior moment' which cost me a 6.

The 2 & 3 wheel competitors and most of the car classes had little problem with this section, but only a couple of the six X90s (Peter Ashford & Nick Deacon) cleaned it - it's always interesting how some cars find some sections more tricky. Unfortunately, Ken Greenfield had to retire his X90 after this section.

Devon Yeomanry Butts was cleaned by just about everyone, but Adrian's Aisle was a different story with several 2, 3 & 4 wheel competitors collecting points. Nicola Butcher (whose children are getting much bigger) was struggling for power in her Class 4 Beetle with three people in the back seats and like a few others, just ran out of 'oomph' after the tight bend.

Likewise, the next section Turn't There Before only caused a couple of increased scores, even with a class 7/8 restart. Richard Kinver, navigated by his wife Sarah on her first trial, was running out of power in his little Alf Frost Special and struggling on the very steep gradients. Unfortunately, Andrew & Lorraine Rippon, who had been clean so far, had to retire at this point in their Class 6 Beetle.

Across the Stream did prove fairly straightforward for most of the bikes, but tricky for the 3 & 4 wheel brigade. Other than some class 7 & 8's we were the only other car to go clean, with Nick Deacon and Kurtis Bence picking up 11s in their X90s. The 'Hill Gods' were obviously with us for once!

However, the next section Week Vale was a different story with a steep winding climb amongst the trees. The bikes and higher car classes had no real issues here, but the rest of us did – we spun to a halt on some tree roots for a 5. Roger Ashby in his Coates Orthoptera and Richard Kinver both found their 1172 power lacking on the steep section.

I'm struggling to remember Jim's Hurrah, but it didn't seem to trouble many except James & Wesley Vivian in their BMW E46 Compact, which I know from bitter experience is a very heavy car to persuade up sections, although they seem to do very well, despite the overall weight!

After a lunch break on the common at Torrington, which is obviously a popular meeting spot for Southwest bikers, we were into the woods for the first of the Rat Climbs, with a restart for Class 8. Arni Martin had the bonnet up on his Escort, having broken his throttle cable (pressing too hard?), but this was soon fixed with a couple of electrical connectors in place of the solderless nipple!

Next up for the section was Jason Byrom in his Reliant Rialto, complete with roll cage which was very fortunate – as he and navigator Tom Ivison utilised it as they turned up the section and rolled onto their passenger side! We all rushed to right the little Reliant as the brave occupants fired up the engine and drove away to the next section.

We were the first of the X90s to attempt this section which was seriously steep and having dropped the tyre pressures

as low as we dared, we gave it the 'beans' whilst trying to keep the front wheels in contact with the ground. The 'Hill Gods' were with us, and we climbed, eventually running out of 'beans' at the 2-marker, where fortunately Nigel Cowling and Matt Facey (who were marshalling) jumped on the bonnet to steady us! It was a slow reverse down with the engine off and lots of handbrake. That was the best climb so far that day, but Nick Deacon changed all that by providing the only clean of the day – an excellent climb.

The bikes had a section of their own which from the results clearly troubled most, as there were only four clean out of 32 attempts, the Class A bikes of Steve Kingstone and Chris Barham not attempting it (as far as I see from the results) based on their age I'm guessing? (The bikes, not the riders!)

The next section Rat Run, which looked even steeper, had been cancelled for 3 & 4 wheels due to safety concerns, which was a relief!

Out of the woods and Mouse Trap was next, a straight steep climb up a grass bank with thick bushes either side and a restart for Classes 5 to 8. This section was very dry and only troubled a handful of bikes and cars. Unfortunately, a couple of Class 8s, Alan Black & Paul Merson plus Richard Goodman's MGB had to retire at this point.

I remembered Goodburn's Glade and the slippery leaves where I had spun to a halt in the past. But this time, going as low as we dared on the tyre pressures, saw us clean it with a smile on our faces! The Class 8 restart caused some grief, with a number of others adding to their totals.

Sticker Martin was encouraging everyone at the start of Pen Steep with a mixed success rate – fortunately his words worked on us!



Myke Pocock & Chris Veevers, Class 4 Skoda Estelle

Edinburgh Trial on Booth Farm

Photos by Dave Cook

Simon Oates & John Werren, Liege



Stephen Leonard-Williams, Class C Royal Enfield Bullet 500

And then the final section which always attracts plenty of spectators, as it's a challenging climb with very tight bends after a dip in the river and a restart for all. Now I remembered failing on this restart in the past and wise Ian Facey, (who was the restart marshal at the time), telling me to just drop back and make a wider turn which worked a treat! But do you think I could engage my brain to recall the advice – nope and once again I got stuck on the same turn, dropped back and took it wider to come out of the top into the field – maybe next time I'll manage that restart!

There were great results with four of the bikes (Tristan Barnicoat B1, Rom Dobbs B2, Stewart Jarvis X & Ethan Granger X) cleaning all the sections. None of the

cars managed a clean sheet, but a certain David Haizelden in his Class 5 Reliant SS1 only collected 9 points, narrowly beating Charlie Merson in his Class 8 Ford Special on 10 points overall. Roger Ashby won Class 2, Arni Martin in his Escort Class 3, Nicola Butcher in her Beetle Class 4, Jamie Harding in his Beetle Class 6, Francis Thomas in his Dutton Melos Class 7 and Nick Deacon won Class 90.

We had a great day in the warm sunshine, so thanks to the organisers and all the marshals without whom none of us would have had a good day's sport. The slate coaster of the Exmoor Trial 2022 is on my desk as I'm writing this report and will be a lasting memento.

Holsworthy Motor Club Roger Pole Taw & Torridge Trial, Sunday 18th September 2022 by Mark Bowden

I started doing motorcycle LDT's in 2018 at the age of 56. An old friend who has been trialling for many years introduced me to the sport and on this trial, I was accompanied by his son Tristan Barnicoat. This is the fourth Taw and Torridge trial I have entered and yet again it didn't disappoint.

The start venue at Clovelly Visitors Centre provides ample parking and a hearty breakfast to set you up for the day.

There were plenty of now familiar and friendly faces in the car park, some of whom had travelled from afar to enter this great event.

This year, as usual, there was a healthy entry list, this time with a couple of Yamaha T7 adventure bikes competing alongside the endure bikes in class "X".

How would they fare?

There was also a Honda step through and a wide range of bikes in between. There are three- and four-wheel competitors on the event as well who will have their own tail to tell.

The route provided was excellent with clear instructions also supported by some strategic road markers to help show the way. The weather was very kind to us on the day, which did lead to some impressive scores, even for a relative newcomers like me. (It turned out to be my best result to date.)

The 55-mile route took in some beautiful views of North Devon and a number of single tracks and byways which alone would amount to a fantastic days ride. With the addition of 17 trials sections and a special test against the clock to negotiate, the day was both rewarding and challenging.

The sections were a mixture of stoney lanes, grassy hills and earthy woodland climbs.

Each section was marked out to establish the route and with number markings counting down from 12 to 1 for scoring purposes. Points are awarded against you depending how far you progress through the section before footing, stopping or straying from the defined route. A "clean" is where you complete the section without fault and score zero points. The timed special test is used to settle the order for those having the same overall scores at the end of the event.

Everyone seemed to have a great day out, but I was particularly interested to see how the Yamaha 700's would get on in an event which is usually entered on much smaller and lighter bikes. It was obvious from the start that the two riders, Phil and Stefanie, were experienced and very capable on these machines. The lunch break came after section 10 by which time Phil was clean and Stefanie had picked up one point. After the lunch break on section 11 "Rat Trap" they both got 8 points, but their dual was not over yet. With five more cleans each to follow it would all be decided on the last section of the day. Stefanie cleaned it to remain 1 point down. Phil got a 3 and lost it at the last. Fair play to both of them for showing us how to do it on a big bike.

For the Hall of Fame, Class A was won by Stephen Kingstone on a Matchless G3L with 2 points.

Class B1 was won by Tristan Barnicoat on a Honda XR 200 with 0 points (his father taught him well).

Class B2 was won by Rom Dobbs on a Beta 300 XTrainer with 0 points.

Class B3 was won by myself on a Montesa 260 4 Ride with 4 points (that was a pleasant surprise).

All you need to be able to sample the thrills of these events is a bike, a club membership and an ACU licence none of which would break the bank. Come and join the fun!

I couldn't conclude without expressing my thanks to the Holsworthy Motor Club and all of the willing and enthusiastic Marshals and helpers who gave up their time to make this event possible and so much fun.

In the words of Tristan's father Chris Barnicoat, "You can't beat a good road trial".

The 2022 Roger Pole Taw & Torridge Trial by Dee Champion

We were lucky that this trial was able to go ahead, England and the Commonwealth realms were in the 10 days of mourning because our Queen Elizabeth 11 had passed away at her beloved Balmoral Castle in Scotland on the 8th September, aged 96, the longest monarch to reign in the world. She was our Queen for 70 years which is pretty outstanding. Once the funeral had been

finalised on Monday 19th we were able to go ahead with the trial.

Holsworthy Motor Club were responsible for this event on the 18th September 2022.

My second chance of being with the leg... end, Dave Haizelden for this season, as there is still no sign of John Cox. The last time I spoke to him he was going on a sailing trip to France. I wonder if he could be lost at sea somewhere as he forgot to invite his navigator!

It was a beautiful sunny Sunday morning with blue skies with dew coming off the damp fields and white lines in different directions across the sky, forming lots of patterns from the planes that were flying to somewhere exciting, just like us but of course we were driving!

Reaching our destination after a 1 hour 40-minute drive from Exeter to Clovelly the meeting point was the visitor's centre we then unloaded the Scimitar for scrutineering by Phillip Yeo. He had his granddaughter Isabel age 6 giving out the competitor numbers with the help from her brother Owen age 8. Then Kirsty Andrews, his daughter, was responsible for the signing on paperwork with her husband Brain Andrews, who was the clerk of the course, so there were three generations supporting this trial and it's so good to see the young ones getting involved! It was time to grab a bite to eat with a nice cup of tea.

It was good to see so many familiar faces especially Nicola and Ben with their boys, and as they made their way to the table beside us, we noticed that Nicola was limping. As you all know I like to chat to everyone, so I asked what had happened, Ben then told us the story that she was rushing around getting things ready in the week and tripped over the charger cable causing her to pull a ligament in her right foot. So just like Aaron with his injured knee nothing stops these awesome triallers from competing! A quick glance on the balcony looking across the Bristol Channel, looking over to Wales certainly was a stunning view especially as it was a beautiful clear day you could see for miles.

Time to make our way to the first section which opened at 9.20, that climb was called Cutcliffe Lane and there was a separate start line for class 5 on white R boards, classes 6,7 on yellow boards

with class 8 on red boards. A sharp bend through a gate after going through a small brook which made the hill very slushy, and it was a steep climb on loose stones. On making your way out of the section it was really pretty with a tunnel of green trees over the track.

The special test involved driving through cones on a grassy field, and once completed you drove down the field to section 1, Wemsworth. This was a very dry stony track through great big boulders then a steep descent to the start. Here we were greeted by Eric Stanley as he was the marshal. Dave and Eric begun chatting about the Exeter trial whilst we were waiting for our turn, beside the track there was a tree with a rope swing I was so tempted to have a go on it then decided I had better not in case it broke as I do carry a bit of weight! As there was a guy clicking away with his camera, I definitely didn't want to make a fool of myself. Once we had cleared the section it was over to Wemsworth 3. Nigel Cowling was responsible for the restart for all classes waving his union jack flag as you reached him to stop, then lots of acceleration to make it to the end of climb 3.

Yeomany was the next, it was very stony through a wooded area with a small stream that you crossed at the start. Once you made it to the top or marker it was a reverse back down then on your way to Adrian's Aisle, as we were on route Andrew and Lorraine Rippon were parked on the roadside with the bonnet up. We asked if they needed any help, but they seemed to know what they were doing as Andrew was changing the fan belt. Unfortunately, they had to retire on section 7 before, as they also had problems with the alternator.

STRICT RULES... for the next sections 7 to 13, no hitting markers or tape was permitted.

Weeks Vale, was where we met the Warren family and Karen Wood who were the marshals. It was an angled track through trees with most competitors achieving a clear.

Simon Oates with John Warren who we got chatting to whilst they were eating some chips and kindly shared at the rest halt in Torrington, told me that they had a puncture on the last hill on the restart and still managed a clear. As the weather had been warm during the event, spying the ice cream van for a delicious treat.

On the road again heading towards Monkleigh with the instructions taking us to the first hill of the afternoon, Rat Trap. Yvonne Tonkin was at the start with Holly Wood and her 8-month-old daughter Darcey. There were 3 more sections including a bike only one in this wooded area and the climbs were very steep and slightly damp between the trees. Let's just say they were ones to remember as you shot up the really vertical steep track with a big gasp and holding on tight for dear life. They definitely made you hold your breath and it felt like you were on top of the world! After we had come out of that area, a drive across the field to catch your breath and we had a quick tea break to bring us back to earth!

Mouse Trap which was section 14 and the 3rd hill in the wood took out Paul Merson with Nick Sherrin as their drive

shaft broke also. Alan Black and his passenger Andy Brown had their CV joint fall apart so these two class 8s had to retire after clearing the section which was a shame as there were 4 sections left to do, but Silklands 1 was cancelled.

The last hill of the trial was Silklands 2, you had to drive through a field once the marshal indicated it was your turn to go, through a gate. Careful driving through a small stream with a tight sharp turn to the right going straight for a few meters then promptly another tight turn to the left along the route amongst the trees taking you to the restart for all the classes. Once off the restart another really tight narrow turn to the left around a tree, which was catching people out. When we got to that part the car seemed to get stuck with Dave manoeuvring the steering wheel with precision to remove us from the grips of the dry ground, there was me bouncing like a mad woman who had been possessed by the devil!! With sheer determination from us both we finally escaped and shot up the steep bank out of the section with everyone cheering. Only then did I notice that there was a clothes malfunction on my part because of the bouncing!! Let's just say there was a couple of new species of T-Ts in the wood, which were greatly admired by some! After watching a few more competitors it was time to head home. What an exciting day we had and thank you to the organisers for a great day's trialling.

Taw & Torridge by Alan Black

I was very dubious about sending my entry off for the Taw and Torridge as I had only competed in a couple of events in the last two years which had resulted in retirement in one and a very high score in the second. Due to work I had also missed the Exmoor Cloud, a local and well-run event which is usually my first of the winter, so I knew my driving would be "rusty" but as Q Rust is not

recommended for human consumption, I posted off the forms.

I had spent time working on trying to improve Purple's traction by moving the battery and ballast around and after hearing the dreaded CV clicking on a test run had bought and fitted four new joints and changed a worn rear wheel bearing. What I call "being frugal" and what my Wife says is being "tight" led me to purchase a set of joints at the bottom end of the price range and

although they were from a known brand this decision was to come back and bite me later!

I loaded up on Saturday and after a steady drive we arrived at the start venue, Clovelly Village Reception Car Park, in good time on Sunday. The entry list showed 34 in the motorcycle classes and 28 cars with class 8 the largest car class, this class has become very popular recently with large entries and many first-class vehicles and drivers competing for the winning spot, "Purple" was starting to shake already, along with the driver!

After unloading we walked to the café for a coffee then talked to other competitors in the car park before our start time. It was good to see Andrew and Lorraine Rippon out in the Beetle as Andrew had been enjoying marshalling on recent trials but was back driving today.

Simon Oates was his usual cheerful self in the Liege and David Haizelden brightening it all up with some good banter. I had seen that "the bouncing builder" Nick Sherrin was down to passenger Paul Merson and looked forward to watching his acrobatic style only to be disappointed when Paul said he had a new passenger for the day. I did not see them in action so cannot comment on the style.

By now our start time was approaching so we drove to the line and were soon on our way to *Section 1, Cutcliffe Lane*, which had a restart for us in class 8. This is a well-used hill that is often very difficult to clean if the weather is poor but in today's very dry conditions we went well for a clear. As we reinflated tyres at the top, we were joined by Stuart Holton who had failed at the restart board and was experiencing tyre issues in his Sylva, these problems caused him to have a tough day.

Following some road miles in glorious weather that was to last all day we

arrived at *Special test 1*, which was a drive around cones in a grass field. The surface was fairly dry, and I was happy to record a steady 24.6 seconds with no wild moments, Charlie Merson, who probably got his foot to the boards style from Dad, was the only car under 20 seconds but it was close with several less than a second behind.

Sections 2 and 4, Wemsworthy 1 and 3, followed immediately and these wound around on a stony track with some steep grass banks to follow. On the first I showed my rusty driving to maximum effect by not making it round the second sharp turn and mounting the bank. Maximum entertainment was achieved with most of class 8 and a photographer watching on! There was some mudguard damage, but I reversed out for a 5 and then negotiated section 4, which had some tricky marker positions and a restart, for a clear.

We then had a long road drive, getting ourselves lost several times but still all in glorious sunshine, to *Section 5, Devon Yeomanry Butts*. This was a gentle climb in woodland with no restart and we cleared it as did the vast majority of cars.

Section 6, Adrian's Aisle, followed straight away and again there was no restart. This was steep and like Wemsworthy 1, had a sharp turn, but I managed to get round this time and recorded a clear.

There followed another long road section during which we passed the Rippon's Beetle, with a broken fan belt, but as Andrew had changed many in his time, he needed no assistance, so we carried on to the next 4 sections which were all together, so no road miles in between.

Section 7, Turn't There Before, consisted of a very steep dry earth climb with a restart over tree roots. We managed to clear this but reversing back down was difficult as full use of the

handbrake did not fully slow us all the way, a mental note was made to improve the rear brakes! Shame to see that Andrew Rippon retired after this section but I am not sure if it was connected with the broken fan belt!

Section 8, Across the Stream, we had lost time previously on the road so waited behind later starters until it was our turn. This was again a steep climb and we got stuck early on for a 7

Section 9, Week Vale, followed and this included a very nasty turn and bump plus a restart which I managed to clear, I felt this was a good effort considering the previous section fail.

Section 10, Jim's Hurrah, completed the pre-lunch run and this had another restart plus a sharp left at the start which we managed to clear.

There was then a short drive to the lunch halt at Torrington Common where we could get a coffee. So far only 3 cars were clear, Joshua Moss plus Paul and Charlie Merson, all in class 8. Seven other cars were on single figures, the closest being Simon Oates on 2 who must have been smiling even more! I had a score of 12, 5 due to my driver error on Wemsworthy 1 and a 7 on Across The Stream so room for improvement, as always. We finished our lunch quickly so we could get back into our correct running order and headed for the next four sections in the Rat and Mouse series,

These sections, as shown in the route, changed on the day due to some difficulties after class 8 had run so *Section 11, Rat Trap*, was for motorcycles only and as we sat waiting to make our attempt, we could see how these sections had achieved a formidable reputation. They were all very steep and we marvelled at how the riders stayed on let alone achieve a clear, which one did. Probably because of the very dry conditions, a tyre pressure limit of 14 PSI applied to us

Section 12, Rat Trapper, was a very steep climb between trees on dry earth. We made the restart board but rolled slightly back, dropped the clutch, found traction and veered sharp left with the front airborne to fail at 6. Simon Woodall was the star here with a 3 while all the other class 8's recorded 6 or 7 so I did not feel too bad myself.

Section 14, Mouse Trap, became 13 and was again a very steep earth climb between gorse bushes with a sharp left at the summit. This is where the low-priced CV joints came to bite me for after a good climb up the slope, I turned the left bend for a clear but heard a crunching noise and lost all drive! After pushing Purple onto flatter ground, we found the nearside inner CV had broken completely so changed the shaft assembly for a spare I luckily carry. But then all thoughts of continuing were halted when the other side started clicking as we pulled away. We decided that to avoid being stranded with another failure and no spare we would be better off retiring and driving slowly to Clovelly, which is what we did.

When we arrived at Clovelly, we saw Paul Merson who unfortunately had also broken a CV and retired after Mouse Trap as we had. A disappointing end to his day as at that point he was joint leader with Charlie. So, we missed the last 3 sections but the results show that Charlie Merson lost out in class 8 to Joshua Moss on Goodburns Glade with a 4 to score a total of 10 for third overall. David Haizelden was second with a total of 9, only failing to clear 2 hills, and Joshua Moss was first with a score of 9, a very close result.

Finally thanks to the organisers and marshals for a well organised event and whoever provided the glorious weather! Since returning I have upgraded the rear brakes and fitted better CV joints. This leaves two more things to do, listen to the Wife's spending advice and get the Q Rust out for the driver!

Tales of a Liege (Mr Toad - Class 7) by Simon Oates

Being fairly new to Liege ownership (purchased end of November 2021 not running) and trialing in one is slightly different to the previous Class 8 Triumph Torum I owned for 11 years. Did I really purchase it because it had doors and more modern mechanical parts or was it because I hoped to use it as a run around car (which it does to Bude twice a week) and trial car?

Torum was running around 140bhp, the Liege when on its first trial with me (**MCC Exeter Trial**) had 30bhp. Putting it simply, the cars engine was struggling to power up the hills and I ended up increasing the tyre pressures to get the tyres to slip so that the engine wouldn't die on a hill.

A week after the Exeter I went to Mark Shillaber owner of SRD on Newport Industrial Estate and had a short session on his rolling road where he managed to extract a further 10bhp to a staggering 40bhp, 29% of what I was used to in the other car.

Holsworthys **Chairman's Trial** followed on 27th February which ended with a 4th in class still running with half worn Avon cross ply tyres all round. The engine pulled much stronger than before but lost power on 2 hills (electronics?) but all things considered, it was a good result.

Next was the **Launceston Trial** in Lew Woods on 20th March with a change to Michelin Taxi tyres on the back. There was certainly some improvement in grip except when high tyre pressure limits were applied, you'd just sit there and spin however you approached the section ending with a 3rd in class.

MCC Land's End Trial on Easter weekend was as exciting as usual. Long delays meant we were doing

Beggars Roost in daylight which was truly a first for us! An unbelievable clear on all sections and fastest times on the Observed Tests meant that we were overall 1st car in Class 7.

Torbay Trial followed a week later, and all was going well until we had the engine once again lose power for about 3 sections and probably lost us 18+ points. It could have been another great result, but we did end with a Class 7 Award.

Last but not least was the **Flora Trial** held by the **Pendennis Motorcycle and Light Car Club**. What can I say except you must go down and try it? Great sections (some extreme) and fun – very under rated and worth entering. Where did I come?? - home with a massive smile and great memories!!

During the summer the main job done to the car was the fitting of a needle roller cross pin to the differential which should strengthen it for trialing. Several Lieges use Suzuki Jimny rear diffs which have cross pins and are meant to be much stronger but have smaller half shafts (weaker?) which doesn't make sense to me, basically what I have done is a compromise but improvement.

The new winter season started on 4th September 2022 with the **Exmoor Clouds**. We were cutting it fine getting to the start on time. I was hoping to be there to see Trevor and Daniel Bailey off on their first trial in my old Triumph Torum. They had purchased it a few weeks before and never competed in class 8. I was too late but spoke to them later after they had completed the whole trial – no mean feat first time. My trial started with poor concentration and a few points in the first section. It got better until we had a simple restart where the car again just lost power and wouldn't pull away. The drive to my cottage is steeper than that section – not a word of a lie! We got to section 6

which I thought was moderately rough and snapped the axle tube which had about 20mm of steel at the top holding it together. We ratchet strapped across the bottom to stop it completely breaking away and retired to the trailer 4 miles away in 30 minutes. Not a good start to the season. The only positive is that we claimed the fastest special test time of 18.8 seconds (the engine must have been OK then!!)

It took a day to straighten the axle and strengthen top and bottom with extra steel. The finished job looks the part, so I hope it will survive. The diff housing didn't fare well and the diff input gear to the half shaft was smashed also grinding out part of the housing and part of the end of the half shaft. It was all put together with parts from a spare axle I'd sourced a few weeks before ready for the next trial.

The Taw & Torridge Trial was the next to follow on 18th September. Lovely weather greeted us and some challenging sections. Some too challenging with a couple of cars seriously close to turning over on Rat Run with the section eventually cancelled. The diff wasn't quite right and the back propshaft UJ had started to knock. We were beaten by Francis Thomas in his Dutton Melos (1 point) because I wasn't concentrating on one section (Pen Steep) and went off the side costing 6 points.

I'm now hoping that the power loss issue is sorted. I've been working through all the sensors and have now disconnected the LAMBDA (O2) sensor on the exhaust. If the problem hadn't been intermittent or there was a plug in port to interrogate the ECU, it would have been a lot easier. The propshaft UJ was replaced, and the diff was taken apart again with new shims purchased and fitted. Once it was all together again, I went to Barrets Mill to do some PR work for the Tamar trial. On the way

home I thought it would be a good idea to take a look at Angel Steps (or is it no steps now) and drove straight up at 18psi. Another day you wouldn't get up there with 4psi. As I entered Lifton on the way home, the diff started clicking which I knew wasn't good. Back home the diff is removed again to find that the new needle roller cross pin had broken probably due to the original broken back axle on the Exmoor Clouds and the pressure when the diff input gear got mangled. Better it happened here than on the first section of the Edinburgh Trial a week away! Original solid cross pin and gears were then installed and away we go.

Two days later on the Monday before the Edinburgh, I went to see Alan Murton at his engineering workshop to see if he could produce a modified stronger cross pin and needle bearings for the diff. He agreed it was possible and I left feeling more positive but definitely not expecting the call the next day confirming that I can pick up the machined parts. After some haggling and crossing his palm with silver, I picked up the parts but was dreading taking the diff apart again and whatever my darling wife Alison will say (or not say) to me about working on the car again. It came apart and went together very well (must know what I'm doing now) and was completed by mid-day Thursday in time to drive to Bude for a game of golf (a drive on so many levels). New steel wheels that had been made for the car were now shod with new Yokohama Geolander rubber and picked up from Wicketts of Bradworthy and fitted to the car.

A final fettle, grease and check through means it's time for the MCC Edinburgh Trial.....

(TO BE CONTINUED in January issue—ed)

PDQ MOT

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

MOT TESTING



Unit 5
107 Summerway
Exeter
EX4 8DP
01392 460777



PROCARE GARAGE SERVICES

8.30am - 5pm MON-FRI

CAR SERVICING

Unit 3
107 Summerway
Exeter
EX4 8DP
01392 460055




ACTC Sponsorship Scheme

We have been running a promotion scheme in 2022 to encourage younger members into the sport by supporting their entry costs. 10 places were available for those under 26 years of age on 1st January. The ACTC would subsidise £50 for each entry up to 3 entries into an ACTC championship event in the year. Not an MCC event. The only condition was that they have to appear on the final results. No matter whether any awards were won, including a retirement.

10 signed up for 2022. Not all claims have been made but it has been well received.

We will be running the scheme again in 2023 so if you would like to have the chance to recoup up to £150, please sign up by scanning the QR code below. Previous applications have been cleared and all registrations for 2023 will be first come on a first served basis.



Paul Brooks (Treasurer).

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chalmers	Exmoor	Lands End	Torbay	Yokshire Dales	Exmoor Clouds	Taw&Torridge	Edinburgh	Mechanics	Tamar	Kyrle	Hardy	Allen	Camel Classic	Best 9	Total	Events Scored
Kieran	Bartlett	6.0	9.0	7.8		9.7	11.0	9.6	5.0												58.1	7
Nick	Sherrin	11.0		10.0	7.7	7.0	10.6	8.0													54.3	6
Philip	Tucker		11.0	6.8	7.0	10.7						10.9									46.4	5
Ben	Gladwyn	5.0	9.2	10.1			5.0					10.1									39.4	5
Mike	Greenwood			10.2			10.3				10.2										30.7	3
Robin	Charles	6.9		8.7						7.6											23.2	3
Melanie	Oliver				6.0			9.0		7.0											22.0	3
Dee	Champion							10.1				10.3									20.4	2
Lucy	Pugh	5.0	6.9					7.6													19.5	3
Patrick	Warren	5.0	6.9				5.0														16.9	3
David	Slade	6.9				8.8															15.7	2
Shani	Adams	1.0		4.0		1.0	8.5														14.5	4
Tom	Aubrey	5.9	5.0																		10.9	2
Carlie	Hart					10.5															10.5	1
James	Trainer		2.0			8.5															10.5	2
Emma	Harvey									8.3											8.3	1
Phillip	Stader	6.5																			6.5	1
Rachel	Walker	4.0																			4.0	1
Scott	Adams			3.0																	3.0	1
Mark	Ensoll		3.0																		3.0	1

		Exeter	Clee Hills	Cotswold Clouds	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Mechanics	Tamar	Kylie	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		10.2	10.2									60.6	9
Brian	Hampson	3.0	9.9	8.7		9.7	9.8	5.0	9.7		10.0	9.6									75.4	9
Nick	Deacon		10.9		10.4	10.7	10.8		10.7		11.0	10.6									75.1	7
Stuart	Bartlett		6.0	9.0	7.8		9.7		11.0	9.6	5.0										58.1	7
Nicola	Butcher	5.0	9.2	7.8	10.1			5.0	10.1			10.1									57.3	7
Charlie	Knifton		10.0	8.0	9.8		6.7		8.0	7.6	6.0										56.1	7
Paul	Merson		11.0			10.0	7.7		7.0	10.6	8.0										54.3	6
Ray	Ferguson				10.7	9.0			10.5	10.6	10.5										51.3	5
Dave	Haizelden			10.6		9.4	9.3		8.0			10.3									47.6	5
Joshua	Moss			11.0	6.8	7.0	10.7					10.9									46.4	5
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
Karen	Warren	5.0		6.9		8.5		5.0	7.6		9.3										42.3	6
Keith	Sanders			9.6		10.4	10.3		8.0												38.3	4
John	Ramsden		7.9	4.0	7.7					5.6	9.5										34.7	5
Charlie	Merson					5.0	8.7				10.0	9.9									33.6	4
James	Shallcross					10.2			10.3		10.2										30.7	3
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
Richard	Kinver								8.7		9.2	9.2									27.1	3
John	Charles		6.9		8.7				7.6												23.2	3
Paul	Watson			8.0		7.0	7.5														22.5	3
Stewart	Green				6.0				9.0		7.0										22.0	3
Stuart	Highwood	5.0		3.0				3.0			10.5										21.5	4
Stuart	Holton	3.0					4.8	3.0	5.7			4.9									21.4	5
Nick	Farmer			8.6					9.4		2.0										20.0	3
Edward	Wells	5.0	9.9					5.0													19.9	3
Nigel	Jones	5.0	3.0		4.8			5.0													17.8	4
Michael	Gibson		6.8							10.4												

		Exeter	Clee Hills	Colswold Clouds	Northern	Chchairmans	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Mechanics	Tamar	Kyle	Hardy	Allen	Camel Classic	Best 9	Total	Events Scored	
Paul	Merson	.	10	.	.	9	7	.	.	10	8	44	5
Joshua	Moss	.	.	7	6	4	10	10	37	5
Stuart	Bartlett	.	.	3	7	.	9	.	6	8	2	35	6
Charlie	Knifton	.	8	2	9	.	6	.	.	3	3	31	6
Dave	Haizelden	.	.	10	.	.	3	.	8	.	.	9	30	4
Charlie	Merson	8	.	.	.	9	8	25	3
Nick	Deacon	.	9	.	3	1	4	.	3	.	.	4	24	6
Ray	Ferguson	.	.	.	5	.	.	.	4	9	4	22	4
Roger	Ashby	5	1	5	7	.	.	3	21	5
Keith	Sanders	3	5	.	8	16	3
Stuart	Highwood	5	3	.	.	7	15	3
Russ	Clarke	.	5	.	8	13	2
Sam	Holmes	.	8	7	13	2
Nicola	Butcher	5	.	.	2	.	.	5	12	3
Brian	Hampson	3	2	5	.	.	.	1	11	4
Andrew lan	Martin Cundy	6	.	5	11	2
Aaron	Haizelden	10	10	1
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
Stewart	Green	2	.	.	1	.	5	8	3
Jack	Selwood	8	8	1
James	Shallcross	8	8	1
Neal	Vile	3	5	8	2
lan	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</																						

Pounicy & Red Rose Bowl National League CLASS 2022 up to Taw & Torridge

		Exeter	Clee Hills	Northern	Chairmans	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	T&T	Edinburgh	Tamar	Tarka	Hardy	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Pounicy League																				
George	Godkin	.	9.4	10.3	9.6	8.5	.	7.6	10.0	7.6	9.6	.	.	.	.	.	.	.	72.6	8
Mark	Wills	10.0	.	.	8.6	10.5	6.0	8.6	.	9.6	8.6	.	.	.	.	.	.	.	61.9	7
Rick	Lees	10.0	10.2	10.9	.	.	6.0	8.8	.	.	.	.	.	.	.	.	.	.	45.9	5
Mark	Bowden	.	.	.	8.5	8.4	.	9.3	.	7.4	10.2	.	.	.	.	.	.	.	43.8	5
Philip	Sanders	10.0	9.6	.	.	.	10.0	.	9.2	.	.	.	.	.	.	.	.	.	38.8	4
Nick	Williams	6.0	7.4	.	.	.	10.0	.	.	8.6	6.6	.	.	.	.	.	.	.	38.6	5
Ian	Thompson	10.0	10.4	.	.	.	10.0	.	.	.	7.6	.	.	.	.	.	.	.	38.0	4
Chris	Barham	.	.	.	9.3	8.0	.	.	.	9.3	9.2	.	.	.	.	.	.	.	35.8	4
David	Craddock	10.0	.	.	.	.	10.0	9.6	.	.	.	.	.	.	.	.	.	.	29.6	3
Stephen	Kingstone	.	.	.	.	.	.	9.8	8.0	.	10.2	.	.	.	.	.	.	.	28.0	3
Richard	Maddern	.	.	.	10.0	10.0	.	7.9	.	.	.	.	.	.	.	.	.	.	27.9	3
Tom	Oconnell	3.0	.	.	8.3	9.2	6.0	.	.	.	.	.	.	.	.	.	.	.	26.5	4
Keith	Sams	.	9.2	6.9	.	.	.	.	7.0	.	.	.	.	.	.	.	.	.	23.1	3
Neil	Browne	.	.	.	.	.	.	7.8	.	10.3	.	.	.	.	.	.	.	.	18.1	2
Peter	Browne	.	.	.	.	.	.	5.8	.	8.3	.	.	.	.	.	.	.	.	14.1	2
Ryan	Eamer	.	.	.	.	10.2	.	.	.	.	.	.	.	.	.	.	.	.	10.2	1
Terry	Robinson	.	6.6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6.6	1
Red Rose Bowl																				
Geoffrey	Westcott	3.0	.	.	.	9.3	.	8.3	.	9.3	.	.	.	.	.	.	.	.	29.9	4
Alan	Keat	.	.	.	9.3	.	.	.	.	.	.	.	.	.	.	.	.	.	9.3	1

Pounicy National League OVERALL 2022 up to Taw & Torridge

		Exeter	Clee Hills	Northern	Chairman's	Exmoor	Lands End	Torbay	Yorkshire Dales	Exmoor Clouds	Taw & Torridge	Edinburgh	Tamar	Tarka	Hardy	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
George	Godkin	.	13	14	5	2	.	3	9	.	10	.	.	.	.	.	.	.	56.0	7
Mark	Wills	10	.	.	3	9	6	6	.	5	9	.	.	.	.	.	.	.	48.0	7
Rick	Lees	10	12	13	.	.	6	5	.	.	.	.	.	.	.	.	.	.	46.0	5
Philip	Sanders	10	10	.	.	.	10	.	12	.	.	.	.	.	.	.	.	.	42.0	4
Ian	Thompson	10	14	.	.	.	10	.	.	.	5	.	.	.	.	.	.	.	39.0	4
Richard	Maddern	.	.	.	13	13	.	8	.	.	.	.	.	.	.	.	.	.	34.0	3
David	Craddock	10	.	.	.	.	10	9	.	.	.	.	.	.	.	.	.	.	29.0	3
Nick	Williams	6	5	.	.	.	10	.	.	.	2	.	.	.	.	.	.	.	23.0	4
Stephen	Kingstone	.	.	.	.	.	.	7	.	.	11	.	.	.	.	.	.	.	18.0	2
Chris	Barham	.	.	.	.	8	.	.	.	4	.	.	.	.	.	.	.	.	16.0	3
Keith	Sams	.	9	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	16.0	2
Ryan	Eamer	.	.	.	.	15	.	.	.	.	.	.	.	.	.	.	.	.	15.0	1
Tom	Oconnell	3	.	.	.	6	6	.	.	.	.	.	.	.	.	.	.	.	15.0	3
Neil	Browne	.	.	.	.	.	.	2	.	7	.	.	.	.	.	.	.	.	9.0	2
Mark	Bowden	.	.	.	.	.	.	.	.	7	.	.	.	.	.	.	.	.	7.0	1
Terry	Robinson	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4.0	1
Peter	Browne	.	.	.	.	.	.	.	3	.	.	.	.	.	.	.	.	.	3.0	1

FORTHCOMING EVENTS

2022	Event		ACTC Cars Champ	ACTC Invite	Car/Bike Class 0?	Pounicy League 2022	Red Rose 2022
Sat 12 Nov	Lakeland	VSCC					
Sat 19 Nov	Cotswold	VSCC					
Sun 20 Nov	Hardy	Woolbridge	CANCELLED				
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
2023							
Fri 6 Jan	Exeter	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sun 22 Jan	Clee Hills	MAC	Round 1	Yes	Yes-Cars	Round 1	Round 1
Sun 5 Feb	Cotswold Clouds	Stroud	Round 2	Yes	No		
Sat 11 Feb	Exmoor Fringe	VSCC					
Sun 12 Feb	Exmoor	North Devon	Round 3	Yes	No	Round 2	Round 2
Sat 18 Feb	Northern	Fellside	Round 4	Yes	Yes-Both	Round 3	Round 3
Sun 19 Feb	Camel Heights	Camel Vale					
Sun 26 Feb	Chairmans	Holsworthy	Round 5	Yes	No	Round 4	Round 4
Sat 4 March	Falcon Anniversary Trial	Falcon					
Sat 4 March	Derbyshire	VSCC					
Sun 5 March	Single Venue Classic	Stroud		Yes	No		
Sat 11 March	Awards Evening						
Sun 12 March	Torbay	Torbay	Round 6	Yes	No	Round 5	Round 5
Sat 18 March	Herefordshire	VSCC					
Sun 19 March	Herefordshire	VSCC					
Sun 26 March	Launceston	L&NMC		No	No		
Sun 2 April	Scottish	VSCC					
Sun 2 April	Presidents	Camel Vale		Yes	No		
Fri 7 April	Lands End	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sun 7 May	Yorkshire Dales	A&PMCC	Round 7	Yes	Yes Both	Round 6	Round 6
Sun 21 May	Bovey Down	Windwhistle		Yes	No		
Sun 18 June	Testing Trial	MCC					
Sun 27 Aug	ACTC AGM						
Sun 3 Sept	Exmoor Clouds	Minehead	Round 8	Yes	No	Round 7	Round 7
Sun 17 Sept	Taw & Torridge	Holsworthy	Round 9	Yes	No	Round 8	Round 8
Sat 7 Oct	Edinburgh	MCC	Bonus Round	No	Yes-Both	Bonus Round	Bonus Round
Sat 7 Oct	Welsh	VSCC					
Sun 8 Oct	Welsh	VSCC					
Sun 15 Oct	Tamar	L&NMC	Round 10	Yes	No	Round 9	Round 9
Sun 22 Oct	Mechanics	Stroud	Round 11	Yes	No		
Sun 29 Oct	Kyrle	Ross & District	Round 12	Yes	No		
Sun 29 Oct	Tarka	North Devon		Yes	No	Round 10	Round10
Sun 5 Nov	Bodmin Cardinham	Camel Vale		Yes	No		
Sat 11 Nov	Lakeland	VSCC					
Sat 18 Nov	Cotswold	VSCC					
Sun 19 Nov	Hardy	Woolbridge	Round 13	Yes	Yes-Cars	Round 11	Round 11
Sun 26 Nov	Allen	BMC&LCC	Round 14	Yes	No		
Sun 26 Nov	Neil Westcott	Exmoor		Yes	Yes-Bikes	Round 12	Round 12
Sun 3 Dec	Camel Classic	Camel Vale	Round 15	Yes	No	Round 13	Round 13

