



Welcome to the ACTC Newsletter - a regular (ish!) communication to keep you updated with info from around the Classic Trials scene.

Selwood Seals Wheelspin in Nail-Biting Finale



Jack Selwood has weathered a late charge by quadruple champion Dean Partington to win the 2023 Wheelspin Championship by a single point.

Jack, ably assisted by Abbie Jeffery, has taken the DP Ford to a second Wheelspin title, the first coming back in 1992 when the car was known as the RDT Special, in the hands of Grahame Marshall. After nearly 30 years laying dormant, the car was revived by Dean and developed by Jack to take it back to the top.

The season-deciding Camel Classic was to throw up plenty of drama, with nobody sure of where the Wheelspin was heading until provisional results landed on the following Tuesday evening. As it transpired, Dean finished 6th overall, therefore scoring 5 championship points, meaning the deficit to Jack of 6 before the event started was not to be overhauled. Jack, who in his own words 'did everything he could to throw it away' had a tough day at the office to finish 11th overall and out of the points, meaning he was relying on the results of others to ensure Dean hadn't scored the 7 he required. It couldn't have been closer, with Dan Keat & Dave Foreshew clear leaders in the class, but Paul

Merson, Dean Vowden and Aaron Haizelden all dropping 20 points to Dean's 21. Talk about fine margins!

This year's championship battle is one for the history books, and it should be noted that this is in no small part to the sportsmanship of the 4 protagonists who have done battle all year. Congratulations to all, bring on 2024!

Deacon Makes It 3 on the Bounce



Nick Deacon has become the first competitor to win 3 consecutive Crackington Championships, with a storming class victory on the Camel Classic. With Dave Haizelden second in his class, this gives Nick a very slim victory.

With 2 previous championships won in convincing fashion, this year's Crackington looked nailed on for Nick, but with the competitiveness of the still relatively new Class 90 growing year on year, 2023 was by no means a foregone conclusion. And strong performances by Dave Haizelden and Stuart Highwood have meant a close battle right until the end.

A fantastic achievement to win 3 in a row, with the only other people being able to claim they've done the same being Dennis & Giles Greenslade, who won 3 in a row between them from 1996 to 1998.

Nick now faces a new challenge, with his 2 litre powered X90 set to appear in Class 5 next year!

Wills Wins Pouncy



Mark Wills has taken victory in the Pouncy Championship following a season long battle with Simon Fillan, that could only be settled on the final event of the year.

However, with a 3rd overall finish on the Camel Classic, Mark ensured his championship lead going into the event could not be overturned by Simon, meaning the Class B1 Beta rider finished the season with an extremely impressive Best 9 score of 105.

Congratulations to Mark on a fantastic achievement!

Haizelden Back on Form with Faultless Allen



Dave Haizelden in the SS1 Scimitar was one of two clean sheets on this year's edition of the Allen Trial. He beat Rob Holden in the Class 3 BMW into 2nd place by virtue of special test times.

The Allen was once again a low-scoring and close day across the entire field, with a well supported and balanced mix of vehicles across the classes. Tricky restarts at Bitton Lane and Guys Hill on the slippery rock, made less adhesive by the recent wet weather, proved troublesome for the lower classes, while Fry's Bottom proved decisive, especially amongst Class 8.

Behind the top 2 came a flurry of Class 8's, headed by class winner Dean Partington in the DP Falcon, dropping just 2 on the final, and this year insurmountable, restart on the final hill in Fry's. Next came the Merson duo, both on 3 marks, father Paul beating son Charlie on test times. Brian Hampson had a very strong day in the X90 to beat his nearest competition in class by 4 points and finish the day on 3, taking 6th overall for his efforts. Jack Selwood was 7th overall on 4 points, the first of a trio of light, front engined specials to finish on this score by virtue of having the fastest special test times of anyone. Tom Jones in the Snipe was 8th, with Dave Foreshew in the Dingo 9th. Class 7 honours went to John Wheeler in the ex-Brian Cope Dellow, who had a very impressive outing, only failing the very tough restart at Fairy Hill to also finish on 4 points dropped.

Andrew Dams had a strong outing in the Peugeot 106 to beat out the Micra of Oliver Payne for class 1, with a score of 13. Andrew Isherwood, winner of the Heritage Class on the 2022 event, won the 7 car-Class 2 in his standard Dellow, ahead of Oliver Wall in

the Austin 7 RTC and Mick Holmes in the A7 Special out on its debut. Nicola Butcher won Class 4, and Rory Fitzgerald was best of the rest in Class 5 behind the overall winner. Class 6 went to Dean Vowden on 8, ahead of Ben Gladwyn on 9 and Adrian Tucker-Peake on 10.

Well done once again to Pete Hart, Mark Tooth and team for another flawlessly organised Allen.

Entries Open for New-Look Clee Hills



Entries are open for Round 1, the 2024 Clee Hills! This year, the Clee Hills Trial changes significantly, and yet it stays the same. At the summit of the organisation is a new club – Midland Manor Motor Club, but below them the organising team remains the same. Clerk of Course - Simon Woodall; Chief Marshal - Adrian Tucker-Peake; Secretary of Meeting – Pat Toulmin.

The route remains very similar to last year, what the regulars would recognise as the “Eastern Loop”. One section is lost, with one gained that was passed on last year's route. Everyone will do all the same hills, but with Class O missing out those deemed not suitable.

Once again the event will be offering the option of Shared Drives, this is not double-running, the car gets one score regardless of which person drives the section, though this does exempt you from ACTC championship points.

The start is once again at The Squirrel in Ludlow, with the Travelodge next door on one side, and petrol at the Co-op on the other side. Could a start be more convenient? The route will be just under 75 miles with a fuel stop at about half way round.

Entries are already well underway, you can see the current list [HERE](#) and be aware that a discounted entry fee is available until the 23rd of December, so be quick to ensure your discount! Entries can be made [HERE](#)

Keat Clinches Camel Classic



The final round of the 2023 Championships took place on the 3rd of December, on the Camel Classic. Wet weather leading up to the event and very heavy rainfall the night before made for a challenging day all round. With all the championships to be decided on Camel Vale MC's biggest trial of the year, it was bound to be a competitive day for everyone involved.

A supersized class 8 consisting of 22 starters made for an interesting watch, especially with the pressure on the two Wheelspin contenders Jack & Dean, to see who would come out on top at the end of the day. It was to be local man Dan Keat, aided by father Lester, who emerged victorious, dropping an impressive 11 points to take Class 8 honours, with second in class on 18 going to the Dingo and fellow father and son duo Dave & Ruben Foreshew, Third in class ended up being a 3 way tie on 20 points and was decided by the timed tests, with Paul Merson in his newly acquired DP Wasp taking the honours

from Dean Vowden in the Type 4 powered Lonsee Special, ahead of Aaron Haizelden in the Deere Special.

As one of only two in class to see the top of Clinnick, Joe Browning took Class 7 honours in his VW Baja on 50, with Simon Oates close behind on 56 in Mr Toad. Phil Thomas was 3rd in class just behind on 57, with some saying father Francis is still screaming with delight at climbing Clinnick! Best novice went to Calvin Moores in the Class 7 MG J2, just 3 points behind Phil on 60. The car was a firm favourite on the day for many, and with Calvin the 3rd generation of the Moores family to compete in that car, the car and its history sum up what trialling is all about.

Mike Ellis made the trip down from Stroud to take Class 6 honours on the day, dropping 46, with a frustrating retirement for Andrew R with a broken shaft on Pheasant Pluckers. Karen Warren dropped 69, with nephew Patrick's conversion from Ford to VW almost complete after 2 consecutive weekends in the back of the Beetle.

The Dave Keat trophy for first overall (based on Index of Performance) went to Ian Facey in the Z3 dropping 32, with Dave H not having his best day out dropping 49. That being said, the Santa hats went down well Dave! Keith Sanders wasn't far behind on 51. An unusually small Class 90 of just 3 saw Nick Deacon storm to the class win, dropping 50 to seal his Crackington win for the third straight year.

Craig Allen was the only car from the saloon classes to summit Clinnick, and this secured his class win, dropping 50. The return of Emma Groves showed she hasn't lost her touch with 2nd in Class on 56, Pete Barr a point further back on his first event for 4 years. Class 3 saw plenty of BMW's in action, with Matt Facey taking class honours on 31 ahead of Rob Holden on 42. Class 1 ended up amalgamated with 3, with Andrew Dams the winner by default after James Shallcross retired with a broken driveshaft at Pump House Climb.

In the bikes, Ben Brownhill won the Wadham Stringer Trophy dropping just 5 points. He was ahead of Class B1 winner Mark Wills, who also ensured his 2023 Pouncy Championship win with 3rd overall. Andy Beveridge was the sole Class A entrant and dropped an impressive 19 on the BSA. Kevin Miller was best of the rest behind Ben Brownhill in Class B2 dropping 18, with Byron Williams winning Class B3 on 9.

The 5 sidecars that started the event soon dropped down to just 3 after retirements for Mark Seward and Travis Johnson. Congratulations to Steve Urell & Julie Williams, taking

the class win on 16, with the new team of Milliar/Curnow second on 26. Alan Keat had a day he'd probably rather forget on 55.

Huge thanks as always to the small team of organisers Pete Allen & Ian Cundy, they both work tirelessly behind the scenes to ensure this event runs every year.

Changes to 2024 Calendar



Many of you will have recently purchased a hard copy of the 2024 ACTC Calendar, collated by our magazine editor Pat Toulmin. This calendar also includes all the Classic Trials dates for 2024, as agreed at the ACTC AGM held at the end of August. However, this year has seen a number of changes to the 2024 schedule after the calendars were sent to print, so below are a list of changes to update your calendar with, so you can be sure you don't miss a moment next year!

- Bodmin Heights, Camel Vale MC - **New Event, 14th January 2024**
- Camel Heights, Camel Vale MC - Removed from 2024 schedule
- Launceston Trial, Launceston MC. Was due to run 24th March 2024, now **3rd March 2024**
- Yorkshire Dales Trial, Airdale & Pennine MC. Was due to run 5th May 2024, now **12th May 2024**

- Mechanics Trial, Stroud MC. Was due to run 17th November 2024, now **27th October 2024**
- Exmoor Clouds Trial, Minehead MC. Was due to run 1st September 2024, now **3rd November 2024**.
- Bodmin Trial, Camel Vale MC - Removed from 2024 schedule.

Slippery Neil Westcott



Exmoor Motor Club played host to another massively popular Neil Westcott Memorial Trial, with over 130 riders competing in the Minehead area.

With plenty of rain in the build up and the usual mix of tough but achievable hills, just two riders came away from the event on clean sheets, with R Brain winning the Neil Westcott trophy by less than half a second from Class B2 winner R Beale. 3rd overall was J Brookins, dropping just a single point at Quarme, where the outfit pairing of Milliar & Curnow also dropped their only point of the day to win Class D. 5th overall was L Phillips, winner of Class B1, dropping a 4 at Styles Ice Cream.

Class B2 riders L Williams and A Leahy, overall winner of the Exmoor Clouds earlier in the year, tied with the Pre-65 class winner of I Thompson on the 250 Greeves with 5

points apiece, all of which were dropped at the toughest hill on the event, Dave's Delight, set by Dave Dyer.

In terms of the Pouncy Trophy, neither of Mark Wills or Simon Fillan scored any points, meaning the championship would go on to be decided on the Camel Classic.

New Event: Bodmin Heights



photo by Steve Shelley

Camel Vale Motor Club are launching a new road trial, which is running on the 14th of January 2024. This new event is a combination of the two very popular single venue events; the Bodmin and the Camel Heights Trials.

Despite not being a championship round (yet!) the event will see 14 sections on a mixture of forestry and private land, including one new area of forestry woodland never used before. There will only be one hill used on the recent Camel Classic, Ant Hill, while some old favourites such as Hoskin Hill and Westlake's Wonder are on the route.

The event is open to both cars and sidecars this year, with a possibility for solo motorcycles the following year. The event is being spearheaded by Simon Groves & Ben Tonkin, the team behind the previous Bodmin Trial, so you can guarantee a competitive day out!

With the promise of an entry refund in the event of mechanical issues/retirement on the Exeter Trial, there's no reason not to put an entry in! Entries will remain open until the 6th of January, with regs and further information available on the Camel Vale MC website [HERE](#).

2024 ACTC Championships



Entries are now open for the 2024 ACTC Championships! This not only gives you entry to the Championships, it also gives you an automatic invite to every event as an ACTC Contender, plus subscription to the quarterly Restart magazine, and of course some championship stickers!

ACTC Secretary Keith Sanders gives an update, as reported in the latest edition of Restart magazine:

'2024 will see some subtle changes to ACTC membership fees. For bike members, who have benefitted from 4 years of free membership to boost the championships, we need to introduce a £5 entry fee to cover the cost of awards and engraving. We hope that in the general scheme of things, this is seen as a negligible fee and the strong motorcycle membership will continue.

For car members we are able to reduce annual membership from £11 to £10 per annum, mostly due to postage savings through electronic communication and room hire savings

from having the twice-yearly meetings via Zoom. We will continue the Under 26 sponsorship of £50 per championship event entered, however from 2024 they will now need to purchase a £10 ACTC membership.

Thank you for your membership in 2023 and I hope this will continue into 2024!

Championship entries can be made [HERE](#)

Finally...

ACTC would like to wish you a Merry Christmas and Happy New Year, see you all on the hills in 2024!



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