



RESTART

*The Quarterly Bulletin of the
Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

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Cover photographs :

2024 ACTC Champions

Paul Merson Wheelspin League *(photo by Dave Cook)*

Simon Oates Crackington League *(photo by Paul Jones)*

Andy Beveridge, Red Rose Bowl *(photo by Dave Cook)*

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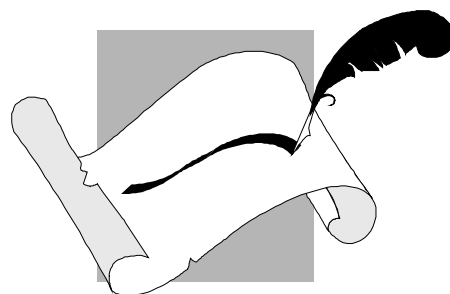
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EDITORIAL

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Very many thanks again to all of the contributors to this issue of Restart. I have had so many good and interesting articles for this edition that even with the full 52 pages I have some left over for the March edition! These are of the Neil Westcott and the Camel Classic. It is very good to have extra pieces and I

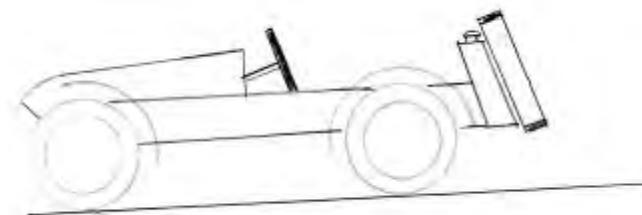
look forward to publishing them in March.

However I have not had as many photos sent as usual, but thanks to the photographers who did send some. I realise that there are probably very many photos out there on Facebook or other similar websites, but I like to get permission from photographers and of course support the ones who help to publish our sport.

I hope you are looking forward to the new Trials Season and that you have a good time, whether competing, organising, marshalling or taking photographs! We need you all to support our sport..

Best wishes,
Pat

THIS SPACE SPONSORED BY
RUTH & ROGER ASHBY



CHAIRMAN'S CHAT

Mmm....

Where to start, the Wheelspin championship has to be decided with VAR this year, Paul and Jack after a year long battle have to wait a little longer for the Camel results to be revisited, Rich Haywood must be kicking himself for not entering the Torbay, an easy 10 points to be had.

Karen Warren capped a successful year by wrapping up the Crackington cup before the final event the Camel and Alice Warren Carter came 2nd in the Navigators. Next year Alice is planning to take over the driving, making sure she takes advantage of the U26 scheme. John Early pushed Karen all the way and was rewarded with 2nd in the Crackington, but a first place for Natasha in the Navigators. John Reeves completed a double by winning the Puncy for the 2nd year in a row

My own season came to a premature end when Dee my navigator got rushed into hospital for a lengthy stay; at the time of writing, I'm pleased to say she is home recovering and grateful of all the messages of support.



(Photo by Dawn Bewes)

Greg Warren stepped in on the Allen, and we had a good day giving the Golf an outing, which goes to show how important a role the navigator takes.

With the start of the 2026 season upon us I will be out on the Exeter knocking in my Red Restart boards, this year I will be a little kinder. Norton Selwood will be signing you all up for the season ahead and a sticker as well.

The awards evening will take place at the same venue as last year. Padbrook Hotel with our resident compare Mike Johns in attendance. Date for your diary is Saturday 18th April, day before the Torbay.

Last year's award winners could you please return your Trophies please to me by any means.

Many thanks to all the team who make the ACTC happen and work hard in the background with no reward to themselves.

See you on the hills.

Dave H ...

Sect's Spin

Well, where did that year go, seems like just a few months ago I was marshalling at Simms on the Exeter and in just a couple of weeks' time I'll be there again!

It's a healthy sign for our sport that throughout the season the Trials have been very well subscribed, with most events running with full or near full entry lists.

As the dust settles on what has been another great Championship Year, I'd like to thank you for supporting the ACTC and hope that you will continue to do so next year.

It would be great if you could come along to help congratulate and celebrate with the 2025 Championship Winners.

The Awards Evening will again be at Padbrook Park on Saturday 18th April 2026 (evening before the Torbay Trial). Keep your eyes peeled for more details.

All that remains is to wish you all the very best for 2026.

Keep those wheels spinning!

Keith Sanders

ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

Well now 2025 is practically done and hopefully you've had a good season. With 2026 around the corner it's time to start thinking about the new season and where to go from here.

Looking back through the calendar the clubs have laid on some excellent events and most the time, I have driven home buzzing about the days' sport. A few ill-timed work trips have left me competing with jetlag but it's all part of the fun. My most recent outing was on a B1 solo and fair to say I was rusty.

Not much else to report. A few class discussions on the horizon and noted that I haven't seen a three-wheeler out for a while (although there might be a few fielded on the MCC events)

Best regards,

Andy Beveridge
Motorcycle Co-Ordinator



(Photo by Peter Browne)

THE ROGER POLE TAW & TORRIDGE TRIAL, 14/9/2025 by Dee Champion

Hooray ... it's that time of year for the second season ... for us trialers to get down & dirty! A couple weeks prior to this event we met up with Keith Sanders with the Scimitars just to check out some of the sections for the Torbay, as the last two months have been incredibly sweltering, all the grass areas were singed to a crisp & the sections that we visited were bone dry. After a spot of lunch, it was time to drive back, we did notice an odd noise, every time Dave pressed the clutch, I just thought, it may be his knobbly knees creaking!!

As we were heading back to Dave's garage, just coming along the road by Kingswell lane, an almighty bang. "WHAT THE HELL WAS THAT"? I asked, for Dave to reply, "the clutch... it's stuck in second gear"! So, a very slow drive along the back lanes trying not to stop the car, as we probably wouldn't be able to start again. Arriving at junctions & waving frantically at the oncoming traffic to let us out, some drivers were kind & waved us through the other majority were a bit stubborn ... knob heads come to mind, so a big smile as we judder the car across the road trying not to stop! Dave's driving was spot on, phew we made... it just!

Thank God it happened today & not on the Taw & Torridge that would have been a disaster.

The week leading up to the trial, it had not stopped raining, so we knew that the trial would be challenging a bit of wetness really does make a difference on the hills.

Travelling to Clovelly we didn't have the luxury ride of the Range Rover with the cosy seats & music playing, it is waiting

to be fitted with a tow bar, with the Scimitar all repaired & with a nice new exhaust that doesn't rattle. It was 7am & the skies were clear & still quite warm, with a ray of different shades of green across the countryside. A lovely bird decided to deposit its stomach over my side of the car, thank God we had the roof up as I would have been covered in shit! Today Aaron was out in the Golf with his family he soon caught up with us then drove at a fairly good speed past us grinning like a Cheshire cat, we were going a steady pace as any faster the car would start shaking.

It was nice to see friends & competitors at the start usually more so at the food wagon. Linda & Liz were in the signing on booth. I was chatting to Karen, she was looking for a navigator, as Alice was unwell, her replacement didn't arrive, asking around for help Liz offered to jump in the top navigator's seat.

On marshals' instructions at the start to leave, our time 9.36, down the hill to the main road turn left we were on our way to the first Special Test situated on a tarmac road, which is unusual for a test. Becky Facey at the start, with her son Jake at the end, we definitely burnt some tyres as we screeched to halt astride C in 10.75 seconds.

Arriving at a field for Lynches, where 4 section were based, Linda Facey waiting at no 1, a cross route with her husband Ian on Lynches 2 which was to the left where a track was made over the river. The start was a large dip full of water so this whole area was just a mass of wet slushy mud, you could see the cars go along the border of the field then disappear out of sight through a gate with just the sound of the engines roaring. Both the class 1s cleared it.

Whilst lining up for the next hill, Aaron went to put some air into his front tyres only to discover the compressor wasn't

working, with Mike, James & Aaron all under the bonnet fiddling with the engine trying to get the thing working again to no avail. Fortunately, they were travelling close together so Aaron could use James's compressor. With Lynches 2... once you had attempted the twisty up & down track, it was more of a challenge with reversing back, with out hitting the tractor & ending up in the stream with the marshal confused with his lefts & rights!

Heading over to section 3, a wooded track at the bottom of another sloped field. The sun was glistening between the trees with a drizzle of rain, just a small shower! We couldn't see much here but could hear a BMW had got stuck, as all you could hear was lots of shouting of guidance, we were then trying to work out the different engine sounds to match the cars. Also, Phil Parker hit the first marker, so he didn't have the chance of sampling the sticky track. Lower restarts for classes 6 & 7, higher class 8. After waiting for some time, we finally reached the start to see Sharon. Very steep at the start, a turn right along the border of another wet slippery field where we were greeted by Nick Farmer & Tris White. We lost 3 points here.

An exceedingly long wait at Lynches 4, a track through another gate into a steep wood, restarts for all classes except class 1. This track was really sodden with deep thick mud, most were getting stuck on maker 8, then a tricky reverse to the escape route. By now the rain was chucking it down. Once we had emerged from this section it was back to the route card for the next direction to the second special test.

The special test was bloody tough & I don't know how anybody managed to get around the trees. We almost got wedged between the two trees at the beginning and Dave piped up "no way are we getting around that, what a

ridiculous test"! And we didn't, the ground was so slippery. Karen Warren damaged the wing of her Beetle here. Next it was Ryans Gorse section 7 as we entered the climb the steering locked to the left & we headed straight into the gorse off the track.

By now the skies had opened up the rain was belting down, everyone was absolutely drenched, some of the little ones were enjoying them selves jumping in the mud & puddles the rain, didn't seem to faze them. Arriving at Langtree common, we hear that Aaron had broken a CV joint, that wouldn't stop him! Down on the wet sloppy, muddy ground rain lashing around him he managed to change it & was on his way again.

Once we had climbed this hill it was back to the instructions, following the common route. By now every where was looking dreary apart from some beautiful flowering baskets along a wall outside a farmhouse along the road heading towards to Hembury Castle, the muddy water was surging down the track, the marshal then informed us that it had been cancelled. This was because it had become too dangerous due to the conditions of the ground.

Heading towards..." YES" another wet slithery waterlogged field, which was ... you guessed really muddy at the start this was section 10, Silklands. The rain had stopped for a short time with the sun shinning. A restart for all classes except, for the front wheel drive cars. Stuart Highwood retired here in his Scimitar due to fuel problems.

Now it was time to refresh our selves at the Blackberry Farm for a lunch break. After we had dried off a bit we were ready to venture out again. Heading towards Devon Yeomanry, the next task for the afternoon we were following James, as we came to a lane to take us to our destination, the ride was

somewhat a bumpy one, with the road a mass of pot holes & uneven loose tarmac, everything was rattling then all of a sudden James just stopped at the side of the road, we waited a few minuets, then he came over to us, explaining that the fuel pump had stopped working.

With the 3 amigo's putting there brains together it was discovered that the bumpy old lane had caused a wire to work its self loose, after James had laid down at the rear... he had a good look & fiddle, whilst he was still down there trying to fix it, two beetles pulled up beside us that being, Jack Selwood & Ryan Tonkin to the rescue, there was a lot of discussions about who had the biggest spanner as all I could hear was ... "have you a 5" then James piping up " that's too small" with Ryan & Jack rummaging in their boots of the Beetles, " I have a 6" a voice piped up! After trying out a whole selection of sizes in the end I think Ryan had the right size, which was a lot larger than they anticipated!

By now the clouds had decided that it was going to rain again not just a shower, but it absolutely chucked it down, Dave, then had the most important job of keeping his large umbrella over James & himself, the rest of the boys were drenched yet again! Us girls were nice & dry sitting in the cars watching the comical event. Once the correct spanner had done its magic the Peugeot was up & running again "YAH". Peter Ashford retired here in his X90.

Through yet again, another gate into a farmer's field, covered in cowpats steep area before heading down into a dip to the wooded zone. Whilst waiting around Stuart Green thought he would show us his gymnastics moves by doing a Roly poly on the wet grass before pumping up his tyres. I'm sure we all scored him a 10 after a lot of laughter was had. As I

was looking around for Dave with a couple of other competitors who were all wearing full on waterproofs, we then notice a pair of bare legs through the trees, someone said, "ha-ha ... there's Dave, wearing his shorts in this weather "!

As I was walking around just observing I saw that Neal Vile's left side of his front wing had been battered, on his silver X90 asking him what had happened his reply was "They could have moved a couple of markers on Lynches 1, as I went straight into one, then hit a tree". He was in good spirit laughing about his ordeal.

Dean Partington had decided to retire here as he had a long drive home, there were still 7 more sections to attempt & it was already past 4 o'clock. No sign of Aaron here at Devon Yeoman Butts.

Section 11, the next section was cancelled. The next two new sections were a breeze with most clearing them.

They always say ... things come in threes! We were told that Aaron had retired because his drivers window had broken, he could not close it, with the rain belting through the open space, he was sat in a puddle of water & decided that, with the horrendous conditions it was best for him to find an alternative route back home instead of using the motorway! He still had a good day!

Once home & showered, slippers on, beer in hand it was time to relax in front of the TV to watch his beloved football... with us still out in the torrential conditions.

Right at the Tredown grass triangle to Elmscot, then another right down a track leading to Linton Field. Strictly Come Dancing came early this year, as Phil Parker thought he would demonstrate his pirouette moves at the start in the Escort which were

spectacular as he managed to break the diff, he then needed assistance to be moved off the track which did take some time. Finally, it was our turn. On the start, there was a gully of water before heading up the slippery bank of the field, as we shot off, there was a nasty bump that was hidden which really shook our bodies to the max... OUCH that hurt! We only climbed to marker 9, It was now 5.25 in the afternoon the sun was shining but by 5.30 the rain begun again. Putshole was situated in the same vicinity, which would be the next hill.

Norton was at section 19, Golden Park 2, a very steep route bedded in the grassy field a nice clear for many, the next section here was cancelled, now the next part was trying to get across the field which had a gradual raise to the gate, the ground was so wet & slimy we were trying to stay in the tracks that others had made but we just struggled with getting grip & was sliding all over the place, we really didn't think we were going to get out of that field then suddenly the tyres found traction & we steadily made our way to the gate.

At the gate we decided to pump up the tyres, as the wind was blowing across the open space Brrr ... Goosebumps appeared, on our skin as we felt a cold shudder down our spines, as our clothes were so damp, that was the first time during the day that we actually felt cold even though we were sat in wet clothes for most of the day.

Back on the main road heading to last section of the day which was Cutcliffe Lane, section 21, this is where most of the competitors hang around to see the last of the action, on our way up the track we saw Henry parked up in a gap along the section, he wasn't happy that he didn't clear it & came to a halt on marker 7. So, he asked if he could go again to get out of the section, only to then break his prop shaft! After going at

the hill with aggression. Henry had a spare one, but James had to go back to the start venue to collect it. Only then for James to realise that he was almost out of petrol & wouldn't make it back to Cutcliffe Lane, he managed to obtain a top up from a competitor who had finished & was still at the place that we started from. Once this was all sorted, they could then head back to sign off.

We were already on our way home, absolutely knackered the journey was quiet as by now Dave had switched off from listening to my voice all day, just the sound of the droning engine & various squeaks in the Scimitar were heard. We arrived back to the yard at 8.45 pm. James & Mike didn't get to their final destination until 10pm. What a late one that was!

It really has to be one of the wettest Taw & Torridge Trials that I have done, what can one say about the amazing marshals that took the time out of their weekend to stand in the pouring rain all day getting drenched & still managed to greet us with big smiles & shouts of encouragements when people got stuck.

So, a really big 'Thank You' to each of you, as we wouldn't have had a day of wet muddy fun! Also thank you to Holsworthy Motor club who set up the trial ... even though it was a very long day.

Well done to all the class wins & congratulations to Andrew Rippon for winning overall for the second year.

Dee...

Some prior dramas and disasters before the Exmoor Clouds by Roger Ashby

It's difficult to remember our "trials and tribulations" before the Exmoor Clouds, but machine performance had been an issue.

Taw and Torridge

Going around the houses, my issues started the day before the Taw and Torridge (another event on my list of I must do every year). Looking for a passenger for the Exeter I sought the support from Rick Howell, who was enthusiastic, another busy guy but all looked good, I suggested he does the Taw and Torridge to see how it all goes, he agrees.

Those who read my ongoing drivell will recall that the Coates suffers from a lack of weather protection, I had played with the ex Stuart Highwood Marlin but still encountered access issues. When I bought the Coates in 1999 it came with the parts of a windscreen, it looked like a monumental task to sort all that out, so I took the easy way out and fitted two flyscreens. As most will know the weather protection from these is minimal, so in October I decided the full windscreen was the way to go, and while I was there get the seal between the fuel cap and tank sorted out. Tank off and away to Ian Drowne for a steel tube to be welded in and while he's there modify the windscreen brackets that came with the car. Then came the long process of find the right screws etc, they being a mixture of BA, tiny UNF and just to annoy some metric bits. All this stuff was sourced from Western Bolt and Engineering Supplies, Taunton, (01823 254196) I cannot praise them enough, they also sourced a metric tap with a really strange size (for a 2CV drive shaft bolt).

Anyway, week before Taw and Torridge, windscreen is on, tank replaced all

looking good, Ruth and I tear up and down the lanes and the car is totally different after 26 years of ownership windscreen is the way to go!

Saturday before the event I go to load the car on the trailer and the fuel pump expires! I check switches, leads, fuses etc, it is the pump. It's located out of the way between the tank and the back of the body, unlikely to get damaged on a trial but means the tank has to come off to replace it. Car is pushed back in the garage, and I phone Rick with the bad news.

Next job is to replace the pump, I have a more powerful one but incorrect fittings, more delay! More online shopping, all done and it seems to run well.

Edinburgh

Again, up and down the lanes as a quick test, then it's off early on Friday 26th September for the Edinburgh, after about 100 miles I realise I have left the bag with all my "normal" clothes on the drive (muppet)! I do have the "wet bag" in the truck, that stay in there in case I get soaked on a trial etc, not normal day/sartorially elegant clothes but stuff just off going to rag bag! They will have to do.

Ardent followers of my rubbish may recall that I have tried to find/contact members of the Coates family sadly to no avail. Out of the blue I get an e-mail from Peter Coates (one of Godfrey Coates two sons), he searched the net and found Bob Blackman's blog and the article on the Coates. He is delighted it is still around, even more that it is regular use. They live in the Midlands, and their Mum is still around, and they would all like to see the car. Arrangements are made that I will meet them in a garden centre near one of the M5 turn offs. I get there early, have a look round and see an activity/ski shop, I have all the outer clothes just not the inner bits, into the shop and I get one of

the ski vest things, about the best I can hope for. The agreed time to meet passes and I ring, between us we have the day mixed up, Peter thought we were meeting on the Saturday, I think our events starting on a Friday or very early on a Saturday cause some confusion! Obviously, this is the best way to manage the events.

I trudge onto the hotel I have booked into (the breakfast stop), I manage to get on their small car park and so don't have to pay, hotel is great, I get a sleep before driving to the start.

At the start I meet the other "Roger Ashby", my normal Edinburgh passenger Alan Wibberley is riding his MAC Velocette somewhere in Spain, so for amusement (and just to confuse the organisers!) I invite Roger to participate and he loves the idea.

We get his bike map thing plugged in, I also have the laminated route book as back up. As always we meet any number of competitors who we banter with, we look at various vehicles with interest, we park next to a Citroen Dianne (I have a big thing for anything 2CV), transpires it has a 1100 or 1300 BMW motorcycle engine (Sparrow Engineering are the go to people if you want to build or have built such a device).

All of a sudden, we are off, Section One is Hob Hay, I don't really recall but it is not an issue, fairly sure it is when we stop to inflate tyres that we see James Watson with the Marlin he bought from me with a terminal fault that prevents and further progress.

Next two sections, Haven Hill and Ballidon pass without incident, the little beast is performing well, next is Cliff Quarry, always interesting and cleverly laid out. I recall once in recent years sliding to the exit nearly out of control on the wet mud, this time ground is just

right, we tear through the section, I think Roger is impressed.

Class 2 does not attempt Tumbletrees so it's on to Haydale, I seem to recall around this time we come across Stuart and Jack Harwood stopped by the side of the road. We stop ask if we can help, they believe the problem is an ECU fault, I found out later that it was a blocked fuel line, this was resolved by sacrificing the tyre inflator line and running it as a temporary fuel line.

I think it is around this time we see Karen Warren and her VW Beetle stopped by the roadside after a section, again we stop, "can we help", "unlikely, I've knocked off one of the rocker covers and lost all the oil."

I really should have taken all this on board as a premonition, battering along a country lane and all the gauges start to flicker, that's normally a battery issue, then the car dies. Bonnet off, nothing obvious, we fiddle about, it starts, we drive few hundred yards, and it dies again. A young farmer appears, he messes around with the car, eventually he goes off returning with his van and jumper leads, it starts and of we go only to die a couple of hundred yards further.

"Ditchy Dave" appears, he puts a meter on the battery and decides it's a charging fault; he then produces a brand -new alternator that he leaves with us to be fitted. What a top bloke, who else carries a spare alternator and is prepared to loan it! Sadly, the new alternator doesn't make any difference, I am convinced the battery had a dead cell!

Eventually the course closer arrives and we have to accept we will retire, really annoying. Stuck in the middle of nowhere not sure what to do, then the marshal from the last section turns up, we blag a lift back to the hotel to collect truck and trailer.

At the hotel I can't find the truck keys, I am convinced they are in a small rucksack in the back of the Coates, Roger goes into super polite mode and convinces one of the recovery team in his Land Rover to take us back, well on the way neither of us can work out where the little car was left. Land Rover man is getting calls to assist somewhere so takes us back to the hotel.

We see the nice marshal man and Roger goes back into needing help mode, we get the lift back to the car, and no the keys are not there! Back to the hotel I am at my wits end and very embarrassed, all these lovely people helping, they must think I am a complete idiot!

I start removing layers and lo and behold the keys have been in my outer coat all along, I had forgotten it has an inside pocket. I am now totally embarrassed, what a clown. I tell Roger no need to stay and he gets a lift to where his van is and I go and collect car, note to self if this happens again try and record site of car on "three words", only thing is I need to get an 11-year-old to show how to record positions!

Pick up car, back to hotel and still have a parking space, shower and then sleep. Up for evening meal and join James Watson and the gang, great fun then they are off to visit the hot spots (are there any in this area?) they invite me I decline and go to bed.

Breakfast in the morning then the drive back, I meet the Coates family in one of the motorway services, they are delighted to see the car, photos all round, they cannot believe that the car Dad built in 1951 is still around, they like that I'm not a rivet counter and the car is used.

Eventually I'm back home, will unload and try to identify the fault tomorrow, still thinking it's the battery.

Following day, I take the bonnet off and I see it straight away, verdigris on the battery isolator switch on the terminal to the battery, I clean it up and straight away the issue is solved, why didn't I see it during preparation of at the time of the break down?

Tamar

Next on the agenda is another favourite, the Tamar, I have done it a few times, and I have always enjoyed it. Ruth is taking the passenger seat, we set off early, parking is great, we unload and off to the start, "Proper Ansome Café" is one of the best venues for a start, weather is good and as ever we chat to all and sundry.

Soon we are off, on the way to the first section the car plays up, quickly identified as a flooding carburettor, cured by switching of the electric fuel pump and running for a bit, I just put it down to a temporary issue.

On to the first section, which is very easy, unfortunately the carburettor issues return, right in the middle of the section and the car stalls, how infuriating to fail on something so easy! With the bonnet up I adjust the fuel regulator to its minimum, this seem to reduce the problem somewhat. Decision made replace with a lower pressure pump!

Then to Rogers Yard, clever test where you are given 30 seconds to complete the test in, losing points for taking less or more time, we record 28 seconds, obviously pleased.

Next is Starsky which we clean, then drop 5 on The Twister, the day goes on like this we clean 9 sections but drop marks on the others, we lose 26 marks overall, shame about the 6 lost on that first section.

I feel the Coates is going as well as ever has, bar the fuel problem. When the results come through we finish in 16th



Roger Teagle & Stephen Branfield, Class 8 Fugitive on Trehole 2

Tamar Trial

by Duncan Stephens

Martin Matthews & Colin Satchell, Class 8 Fugitive on Avallon Orchard



place, I give it little thought till we see Nigel Cowling at the Exmoor Clouds, he has been studying the results and calculated that if we had not lost marks on the first section then we would have been in the top ten overall, that must be our best result since we started using the Coates.

Exmoor Clouds

Three weeks after the Tamar I have entered the Exmoor Clouds, another of my favourites and not to be missed, we start at The Rest and Be Thankful at Wheddon Cross. Strange as finding a copy online of the programme for the 1968 Beggars Roost Motorcycle Trial in which I competed started in the same place, sadly I have no memory of the start, just a few odd sections.

Ruth is back in the passenger seat, must be the luxury of the windscreen.

We arrive with plenty of time; I seem to recall we chat with Peter and Neil Browne who are showing the motorcyclists how it's done on their gargantuan Triumph powered monsters. We start on time and record a clean at Pinn Quarry, it's then on to Ski Slope where the best we can do is 7, just need

a bit more speed and a bit more grunt, oh well back to the garage for 2026!

Robins Nest is a stop at 2, sadly I cannot remember the section, the event continues with a couple of cleans and a whole basket of 5s and 7s.

We just don't have the grunt to get to the top of many of the hills, Steven Hill in the Model A is our contender in class 2 and the power of the 3 litre engine shows through, he can just get that bit further on the steep sections, he does suggest we run slightly more pressure in the tyres to reduce the grip, and so letting the wheels spin to keep the revs up, I may try this in the future.

Another brilliant event, amazing that this is the 54th time this trial has been run, how do all our clubs keep them going year after year, keeping all the landowners sweet, where do they find officials, ignoring foot and mouth and Covid an 18-year-old at the first clouds would now be 72, scary!

Best wishes to all for 2026 and Ruth and I hope to see you all out on the Hills.

The 2025 Steve Knight Tarka Trial by Suzie Prevett

Yet another fabulous event from North Devon Motor Club. This time a motorcycle only event (including sidecar outfits), the Steve Knight Tarka Trial 2025, taking in some beautiful North Devon countryside. It was lovely to have a few friends come along to take part, as well as a few from the Bristol TRF...hopefully even more next year!

The starting venue was McDonald's in Bideford, so our friends who'd opted to stay at the Premier Inn could literally roll

out of bed and be at the event, ha ha! Kelvin, Chris and I rocked up nice and early to get our bikes checked over by the lovely Blood Bikes team. A little 'passed' ticket issued to each of us thankfully, ready for taking to the officials at sign on inside McDonald's. After a bit of banter and laughter we were issued with our numbers to tape on our bikes and helmets, and then time for a warm cuppa.

To our delight, the weather forecast had improved over the week, and it was actually a nice dry start to the trial. We set off at our allotted times (8am plus our number), so being number 21 I went off at about 8.21am.

The first section **'Scratchface Lane'** was on a lane we'd been through many a time, however it was in an area to the side of the lane...not done that before, and added a significant level of technical difficulty...ok, well at least for those of us who are not so good at technical stuff...some riders made it look like a walk in the park! Good to watch though. Being a little nervous I didn't take any photos as I was concentrating on watching the riders in front, trying to follow where the track went and also, trying to anticipate what the terrain was like over the bank, which I could see everyone steadily dropping over. Following on from my friend Andy, it was my turn. I crossed the stream and got myself at the start position, where marshal Nina Barham was waiting. The first part of the section looked a lot muddier from this angle, and I hoped I wouldn't mess up before I even got to the '11' marker, ha, ha. I set off, down through the stream, through the mud and up the bank turning to the left at the top. Then, nice and slow up and over the bank, keeping enough to the left to give me room to turn back around to the right at the bottom for the sharp right turn over a muddy hump. However, my head got in the way and the right foot went straight down on the turn, meaning I lost momentum and then wheel-span trying to get over the hump. So, back up a bit and Bob's your uncle, over the top to finish the (now failed-ish) section. All good practice and a great section. One observed section down, 18 left to go! Plus, two speed tests.

On to observed section 2, **'Spinney Lane'**, and it was a nice long, rocky-ish section that I really enjoyed. Thankfully it was one of the sections that I could add to my very short list (ha ha) of 'cleaned' sections. Woohoo! I think Kelvin, Andy and I all managed to clean that one, so a bit of a boost all round.

Next was observed section 3 **'Jennetts Way'**, and one that looked straight

forwards, but I think both Kelvin and I may have managed to mess up right at the end. It consisted of some tapes coming in on each side of the lane, creating a chicane to navigate through to the end of the section. I was very thankful that the 'navigating 180 degrees anticlockwise around a cone' as originally planned had been replaced with the tapes, as I think I would have been even worse at that on a shaley downhill! This was definitely a good challenge though and I wonder how many it caught out?

Observed section 4 **'Luppincott'** was another good'un, where you had to navigate up a rocky stream keeping to the right of some white markers so you couldn't opt for the easy option. A good few riders were here waiting for their turn, so a good opportunity to have a chat with each other and a slurp of water. It was my turn and in my head, I just said, "keep right, keep right", as I have a goldfish memory! It was a lovely long section, but played to my strengths (rocky and straight, ha ha), so it was a clean for me! Whoop, whoop! Very happy to have more than one cleaned (0 points) section on my scorecard. For those who aren't aware...in trials, points don't mean prizes!!

Next was the first of two speed tests **'Tappies Test'**, and this one was very humpy. It was the same as last year, and like last year, I took it nice and slow. To be honest, unless you're contending for the win of a class, there's no need to speed and falling off or spinning out in front of a row of spectators would be a tad mortifying on a straight line, grassy test! No idea on my time, but I got to the end of the humps, around the marker and back again, stopping astride line B. Job done!

'Tapscott Tabletop' was observed section 5, and one I completely messed up last year. Fortunately, this year I did a lot better. Not perfect but at least

didn't fall off in the first 3 metres!! It was a section marked with red and blue flags (memo to brain: 'Red = Right!'). I started and quickly was up the first little mound, and down the other side. I followed it around to the right and managed well, until I was on top of second mound (much steeper than the first) where I may have footed on the left hand turn in the mud. I'm notoriously shite at sharp left hand turns, and especially ones in the mud, as you will see! Despite the nervous foot, I was pleased with how I did because it was an improvement on my previous performance, and I didn't end up on the floor!

It was then off another few miles to Sugworthy Circuit and clubhouse of North Devon Motor Club, where observed sections 6 and 7 awaited us. Plus, some toilets in the clubhouse, so I was even happier! First up was **'Foxy Copse'** (OS6). I got as far as I did last year before messing up...not that far! Ha ha! Target fixation at its best. Shortly after entry to the section there's a 90-degree left hand turn with a mossy tree laid down on the right-hand side of the track. Instead of looking left to where I wanted to go, I looked at the tree getting closer and closer. Needless to say, my front wheel hit the tree, so I dabbed a couple of times but kept going. I did manage to negotiate getting over the tree in a 'V' shape across the track this year, and then on to the end of the section. It's one of those sections that will definitely separate out the good trials riders from the technically challenged, lol!

Then OS7, **'Badger's Last Stand'**, and a section that took me by surprise, but in a very good way!! I think last year I made it all of a few meters before that annoying foot went down, but this year was a stark contrast. I got myself around the left turn nice and steadily, my head almost getting in the way, then up the mud bank in an unexpectedly

controlled manner, following the track around several bends, up another bank and making it past the 'Section Ends' board without a foot. By far my best section of the trial, and well chuffed!! I think I even said 'woohoo' out loud, I was so happy! A huge thanks to Margaret Critchlow for standing in to marshal last minute, and also for taking photos of us all mounting the hump!

Almost another 9 miles saw us at observed section 8, **'Spittle Stream'**. Apparently, most people had gone wrong on this section according to the marshal, as they'd headed up the sidecar outfit route towards the end. Thankfully, I wouldn't have to worry about that because I footed before I even got that far! This was a good, technical section again though. I dropped down through the stream, up the bank the other side and then to the left through the mud before trying to negotiate around the tree, however that foot came out again for its nervous dab! Doh! I saw the orange arrow with 'solos' written on it (indicating the route for solo motorcyclists) and followed, but a little too far, missing the left turn up the bank and straight into the deep mud. Sigh! A little manhandling of the bike and I was back on track. I finished the section in classic 'chicken legs' style...definitely not my most graceful performance!

It was then time for a very welcome fuel stop, and my tummy had been rumbling for the past half an hour, so a sarnie and lemon drizzle flapjack from the shop was most welcome. The flapjack was the best I'd had in a while, so I was very happy. The break also gave us a good opportunity to catch up with some other riders, particularly our friends Mo and Rob (SW Wales TRF founders), and this being their first NDMC event. They were enjoying it, and so was Chris and his friend Byron from Bristol TRF. Smiles all around, plus the weather was still holding. Bonus!

PDQ MOT

MOT
TESTING



Unit 5
107 Summerway
Exeter
EX4 8DP
01392 460777

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



PROCARE GARAGE SERVICES

CAR SERVICING

Unit 3
107 Summerway
Exeter
EX4 8DP
01392 460055

8.30am - 5pm MON-FRI



It was time to set off again and the next three sections were only about 3 miles away and would bring with them significant (and muddy) challenge. First up was observed section 9, '**New Holdridge Hell**', where you had to get up a loose, leaf covered bank and around to the right. It looked easier than it was, as I watched a few struggle, but to my amazement I cleaned it. That's definitely four 'cleans' on my list now...happy days!

Then just a few meters later came observed section 10 '**Holdridge Stream**', which was a completely different kettle of fish. I watched as people dropped down the bank and left up the stream. It was my turn and I set off, dropping down into a now slightly rutted, muddy left turn. Easy for some, but my head had other ideas...here comes the footy foot, ha ha! Doh! Anyway, I kept it going up the stream, which was really nice, and all I could see up ahead was a hole of mud and two marshals either side, Chris and Jason. Chris spurred me on to get through the mud pit, but alas, after giving it a little bit of oomph to try and get through I fell over to the left and almost into Chris. Oopsy! With a bit of help I got me and my bike up the bank, wheels clogged with mud all ready for section 11, 'Holdridge Hill'.

I didn't hold high hopes for it, and I couldn't manage to spin my rear tyre to clear the mud, so that'd be interesting. Needless to say, after I set off, I came around the left corner but then kept going left and into the hedge. Bigger! Last year I'd made it almost the whole way on this one (or maybe even cleaned it, I can't remember), but this time it was a big, fat fail, ha ha! I watched Kelvin's turn, and he essentially replicated my attempt, so I didn't feel quite such a failure. At least we were giving the marshals some laughs...it'd be boring if everyone made it look easy!

Another 8 miles brought us to another set of three observed sections in the woods, the first being '**Oakwell Lane**', observed section 12. I set off well up the lane. A lovely long lane, a little rocky, a little slippery but overall, very doable... then comes the muddy left turn exit. Needless to say, I didn't negotiate that too smoothly, but it was done, and on to section 13, '**Bonhams Bog**'. I think both Kelvin and Andy spun out on the first corner, in the 'bog', but I managed to get almost to the end before footing as my bike lost its grip on the slight right turn to the section ends as I tried to recover some momentum, but kept it going over the line with a bit of a dab. This was ACU marking (as opposed to the sub divided sections) so not sure how I did on that overall.

The final section of this location was section 14, '**Oakwell River**'. I'd done really well (not perfect though) last year, but sadly it wasn't a repeat performance. As I got closer to the little ramp up through the trees about halfway through the section (before the hard bit) my right handlebar hit a tree. As it hit it, my left hand was shunted off the handlebars, so I inadvertently dropped the clutch and lurched forwards and left towards the marshal. Sorry Mr! I finished the section but just footed it and the tree roots on the way towards the section ends were definitely a bit cheeky! I bet they caught a few people out?!

Emmett Test was next, where you have to start at line A, then once told to go, get as quickly as you can to line B, which you should stop astride, and then to line C, again stopping astride. The time taken to complete the test is noted. I'm under no illusion that I'll have one of the slowest times, but I managed it fine (always embarrassing to fail a speed test), and it was also lovely to see Julie Kennett on the start line and Andy Kennett on the finish line, who'd taken time on their return trip home from Cornwall to come and stand in to

marshal, after a call to help from the NDMC due to some marshals needing to pull out last minute. Thank you all!

The rain was starting to set in now, but we'd been so lucky to have a dry trial thus far. Up next was '**Kingscott**', section 15, a long and rocky section, which would normally be a type of section I'd do well in, however after starting off on the right side, I somehow ended up on the left with the wheel climbing the bank a little but managed to stay on and wrestle the bike back on course, then smoother sailing until I footed for some reason right near the end. A section I should have cleaned, but for whatever reason really didn't manage very well, and that damn foot coming out again last minute.

In about seven miles we got to the 'Trayhill' sections, numbers 16 and 17 on the route book and definitely a good one for the marshals watching! '**Trayhill 1**' was a steep climb up a bank, and for those with good momentum and skill, a trip all the way to the top. Thankfully the section didn't actually require topping out, and many were getting past the section ends and coming off. One of those was Kelvin, who managed a very unstylish dismount, followed by him dragging his poor bike back down the hill. I lined myself up, set off, managed to get up the first hump of the bank and then just kept going. I was a little worried I wouldn't make it as the bike was struggling for momentum, but it did it. I then gracefully stepped off and laid the bike down to the left. Nice! There was no way I was making it to the top, but I'd managed it clean...so that's a clean list of 5 (I believe)! Not bad for me.

On '**Trayhill 2**', I started off at the bottom of the grassy hill, then managed to get up around the left of the bush, and almost to the top...almost... but the bike struggled for traction, and I was losing momentum fast, so I gave it some welly and just spun out near the top. Damn, I was so close to the end board

to, so not sure what I scored. It was the getting out that was the interesting bit though, as having come off on the steepest part of the section I was struggling to stand. The marshal asked me if I wanted some help, and promptly after I replied "maybe" my feet slid down the hill, under my sideways bike, which then fell directly over me. Fortunately unhurt, but assistance most definitely required as I was pinned. Thank you marshals!

The final two sections weren't far, in fact, less than two miles away, and in a very beautiful, wooded area next to Tapeley Park. Section 18 '**Cleave Woods Climb**' was a really good section, dropping down the bank, then around to the left in a slightly muddy bit, which I actually managed this time, then up a bank, across a muddy track, up the hill, right around a tree, to a left that you dropped in to a little and then faced back up the hill. Unfortunately, that left hander caught me out for some reason...another classic example of target fixation and head getting in the way. Instead of shifting my body over the bike and looking where I wanted to end up, I focused right on the corner and at the mud and leaned left with the bike...cue big foot dab! Bugger! The rest of the section was nice and easy, but I'd already fluffed it. Never mind.

The final section was '**Eastern Climb**', observed section 19. Unfortunately, having made it off the start well and lining myself up with the start of the climb, I entered the muddy left hander, and once again that pesky foot came out for some reason. Absolutely no need for it, but there it was. However, I managed the actual climb well and didn't put a foot down for the rest of the section. I was pleased with it overall, but I'll have collected another good few points for the mistake early on, which is a shame. C'est la vie.

So that was it, sections completed and now just the short bimbles to the

Westleigh Inn to sign off. We were met by a couple of very friendly officials and handed our well-deserved finishers certificates once we'd signed and had a bit of a chat. Job done and time to go home for a nice warm shower.

So, just a HUGE thank you to all of those who put on the trial at North Devon Motor club, plus the volunteers and marshals from both near and far. Plus, a special thanks to Chris Barham who sorted the well thought out sections to make the whole thing fun, enjoyable, and gave challenge to those that needed / wanted it but also allowed us not so amazing trials riders to have a good go and enjoy the day.

A final thought:

Things we particularly liked were a very well written road book, with good instructions and also an indication in many places as to how far the next instruction / turn was. This helps to work out if you've completely missed something somewhere. Much appreciated. The markings that were on the route in some places (Red for Right

and L for Left etc) were also very useful. Having the 'What Three Words' (W3W) and map reference for each section was also very helpful in case of getting totally off-track (which fortunately we didn't). Having an allocated start time and a good idea of timings to get to sections was also very helpful. Having been running near the back after we needed to stop for a possible brake issue, and donning waterproofs towards the end, it was good to hear that the two course closers had a good idea of how many competitors were missing (likely taken a wrong turn at some point) and waited for them to show up before closing the sections (section 16 and 17). Thank you for that. There was a good number of sections, with ample challenge, yet an accessible trial for all. Whether you're a seasoned LDT'er or a newbie to LDT's, I'd highly recommend this event, and also the NDMC Exmoor Trial in late February. If you're not sure about it, contact the NDMC or we're more than happy to have a chat! Are you up for it?

Tarka Trial by Mark Wills

This was my fourth go at the Tarka Trial. I travelled down to Bideford on the Saturday afternoon in glorious sunshine. I met up with Ian (Thompson) and had a meal in the Harvester next to MacDonalds where the trial started in the morning. This was a nice start to the weekend. I camped over in my Mercedes camper van conversion along with others in the car park who were sleeping over. It was a relatively cool night indicating a bright day for the trial. But it was very windy and heavy rain during the night – rocking the van and keeping me awake for most of the night – not very helpful for preparation for the trial. The trial weather was pretty good – dry and cool up until pm ish when it did

get a little cold and damp – but nothing too much.

Scrutineered by Blood Bike chaps, who were very friendly, and then signed on in MacDonalds – still don't know why people eat in McDonalds - breakfast was crap!

The first section, '**Scratchface Lane**', was a new nagery section with a tight turn to get first section nerves out of the way. Then onto '**Spinnay Lane**' - a traditional section which was a gentle climb – very good. Then Jennets Way – downhill this year – zig zag by the bunting tape – had to be careful and the section made an interesting change from a traditional hill climb. Then 9 miles of Devon lanes to section 4.

At Section 4 '**Luppinnott**' solos had to keep right of the white markers which

meant we had to stay in the righthand wheel track was interesting as it was a stream in effect with rocky steps.

Five more miles of Devon lanes to **Tappies Test**. The test and the next section were both on a former motocross or scramble track. The test consisted of riding on a straight that had many humps on with short gaps between. I'm sure top racers would have jumped some of the gaps, but we kept both wheels close to the ground for the run. We rode up the straight, around an electric fence marker and then back down the straight. The test and section were good fun – did see a sidecar slide over line B – warning for us. Clean so far – Ian and me. The section was basically going up and over a tabletop jump on the former track by going diagonally up the sides.

Sections 6 and 7 in the woods at Sugworthy Circuit, **Foxy Copse** and **Badgers Last Stand**, were more like one day trials sections which mixed things up well. I remembered them from previous years and was confident of success. However, there was a bit of a queue as we were a little early and we could see a tight turn in the section just after entering the woods which was catching a few out. Suitably warned we all got around the bend just and went on to clean the section. **Badgers Last Stand** had a bomb hole in it which caught a few out, but we were OK.

At Section 8, **Spittle Stream**, the section started just before the stream. The stream was quite deep. This year the section was a bit different to last year and I probably went wrong – followed the sidecar tracks!

The lunch stop was very welcome, fuelled up, coffee and chat with friends. Three miles down the road to the Holdridge sections. The first section, **New Holdridge Hell**, was a short climb in the woods – difficult for the sidecars but OK for the solos. Then **Holdridge**

Stream, I watched the rider before me stop as he entered the stream – his front wheel dug in. I was too slow going into the stream and “dabbed” – very disappointing, followed by Ian who had a dab somewhere along the stream. But this was a really good section with a difficult very muddy exit from the stream. **Holdridge Hill** was a steep climb into the trees – all OK with grip.

Eight miles onto **Oakwell Lane** – another classic lane but seemed more washed out and difficult this year with a tight turn left up out of the lane at the exit – with evidence where the sidecars had been. While I waited to do the section, I watched a couple of riders attempt **Oakwell Stream** – it looked narrow, steep and twisty. As I had a “five” at the swamp in my first year and not cleaned the stream section in either of the two years before I was looking forward to the renamed swamp – **Bonhams Bog**. I sat at the start looking at how to take the turn at the tree roots. I went wide as was going well but needed to foot vigorously to keep going in the swamp and was happy to get out for 3 (it was another ACU scored section).

I took **Oakwell Stream** quicker than the last 2 years and accelerated down into the stream and up out the other side – just ducking under a low branch and just got my front wheel spindle past section ends before having a foot. I was glad to clean it for the second time but disappointed to have had a 3 on the swamp. The highs and lows are what trialling is about!

Then came **Emmett Test**. This was a steep stoney lane with high hedges each side. There was a step at line B so had a challenge keeping the front wheel down as I accelerated away.

Then **Kingscott**, a classic type of hill section, rocky all the way up – very enjoyable and there were even a couple spectators.

Another seven miles of lanes to Trayhill – two new sections (well new to me). Both were steep climbs but both with grip – grass banks in a field – all OK.

Then onto the last two sections in the woods at Tapeley Park. Two new ones this year. The first, **Cleave Woods Climb**, was all visible from the start line area – does make things a little easier. It started off with a drop off into a tight left turn then a long climb with a sharp S bend – took the S bend on adverse camber very carefully and climbed OK – it was impressive seeing the sidecars clean this one.

The second section, **Eastern Climb**, started off with a tight left hand turn then

snaking up between the trees – again a good section with grip to facilitate success for us.

The trial finishes at a lovely pub village setting. This year was very different to the brilliant sunshine last year. I signed off and decided to head straight back to the start area to load up and get on the road up north to the Midlands – anticipating the rain ahead and the night drawing in.

I thoroughly enjoyed the Tarka Trial again, look forward to coming down to do it again next year.

Mechanics Trial 2025, My first Classic Trial and a baptism of fire! By Kieran Yarwood

The Mechanics Trial is run by Stroud & District Motor Club and has been going since 2001, alongside the better-known Cotswold Clouds. Although in the same area, the Mechanics Trial uses a different set of sections, with their own appeal. This year's Mechanics Trial was run by the Haywards and Hobbs, Peter Hayward having taken over as Clerk from Assistant Clerk last year. Many of the sections are well known to the regulars (including Axe and Viaduct) plus some new sections (Hamill's Help, Bulkland, etc.) and there was a return of a couple of older sections (Feris Court having been previously written off as an option).

I've been doing a lot of single-venue Car Trials in the last few years, in my uncle's old Ford Fiesta, with increasing success and a handful of awards. This year I've been particularly busy, trying my hand in the CMSG (Cotswold Motor Sport Group) Car Trials Championship, currently in line for a class win, with one

round left to go! Off the back of this, a couple of us in S&DMC have decided to see how our little Class 1 hatchback fared with Classic Trials, starting with the Mechanics Trial.

Come the day, we were the only car in our class, but I was determined to give it my best effort. There were plenty of interesting machines at the start venue, including an Austin 7 and Austin 10, which were running either side of me. We set off from Fromebridge Mill at our allotted times and made our way to the first section, the familiar **Tin Pan Alley**. This was a little more slippery than when I've marshalled there before, and caught out both Austins, but with a few blasts of the accelerator we made it up.

The second section was a new one: **Hamill's Help**, after John Hamill who is a friend of the club and involved with the local Trust the section runs into. I was warned I would need to build some momentum, which I took to heart, keeping the little 1242cc engine at full chat almost the whole way up! I was later told I was the fastest flying past, but just as well as I likely would have stopped otherwise, even without the restart the other classes had. It was

great to see John at the top, who was taking photos and was happy to have a chat.

The infamous **Axe** came next, a long, steep and slippery gully. I took a similar approach for this, with my right foot firmly planted, trusting the ruts to keep me facing forward and climbing as high as I could. We did quite well, coming unstuck where others had already stopped and dug holes that soaked up our momentum, then digging a fresh pair of holes of our own before a long reverse back down. **Bulkland** and **Mike's** were both new sections, each subdivided up a steep, loose bank posing a challenge that stopped almost everyone before the top. **Scrubbits** was approached down a long track, and this was where things started to get rough.

We found ourselves in need of the spare tyre when we went to let the pressures down at the start line, realising that we now couldn't afford a puncture for the rest of the trial! This concern was immediately at the front of our minds, with a couple of big impacts over rocks, but we cleaned the section and found the tyres still full of air, despite a pair of dents in a previously immaculate wheel rim. Our tough remould tyres and thick inner tubes were already proving their worth, with more tests to come!

Wood Lane is a familiar section, although with a twist on the route including a sharp right up the bank off the start, which our front wheels scabbled us up. So far so good, until we slid straight into a marker post further up, despite full steering lock. We continued out the top of the field and along another long track, then some country lanes, leading us to the first timed test: **Hobbs' Reverse**. This had a different method of time scoring, aiming for a 30 second target, being docked for being early or late to stop astride the finish line. Less than half a second early will do me!

Ferris Court was the next section, one which had been written off some years ago but has now been reintroduced. This was another requiring momentum and commitment from a FWD Class 1, but we made it. **Andrew's Ascent** didn't stop many, although the restart was already rocky and had been dug out by other cars. Since there was no restart for Class 1, I carried my momentum up the sections, realising too late that there were a couple of big lumps, before BANG! BANG! – we were both bounced out of our seats. Back down and with my feet back on the pedals, we made it out, certain at least one tyre would have blown. At the top we found the wheel rims bent in a few places, but the tyres intact. With a bit of beating, the tyres were somewhat round again, ready for the next section.

King Charles' Lane was, by all accounts, the roughest section, so Class 1 were directed instead to **Catswood**.

This was another lumpy one, with a long climb that eventually proved too much and stopped us in a cloud of tyre smoke. The marshals helped us on our way, and we headed onward to **Wilton's Wobble**. This followed the normal timed test format, with the layout taking us forward around a bend and then reversing to stop astride the start line. Having set a reasonable effort, we left for **Hayward's Choice**, a lumpy but straightforward climb, again with no restart for our class. **Viaduct** next, with its usual theme of being rutted and slippery. With the accelerator pinned most of the way up, we managed to climb out, before scraping the mud away to find the tyre valves for reinflating.

Finally, we reached **Mini-Sandford's**, the bottom stretch of the old section and running up the side of one of our regular Car Trial venues. The section was slick, and we barely made it off the line, but eventually we built up a little speed. Every scrap of this was thrown around

the corner and at the bank as the section veered up to the right. Egged on by the cheering marshals, I kept the power on and worked the steering, but the Fiesta could only climb so far. With our trial finished, it was time to head back to Fromebridge for signing-off and a carvery, to cap off the fantastic day out.

Our thanks go to the organisers, the teams of marshals and the landowners. Having survived one Classic Trial, the only question is which one we do next! The nearby Allen Trial and March Hare Trial both seem to be calling my name...

Kieran Yarwood and Royston May,
Ford Fiesta Mk4, Car 13

The Stroud & District Motor Club Mechanics Trial, 26th October 2025 by Emma Wall

Having had the Troll in pieces since the Land's End Trial, I was keen to get back out and compete in my local club event. My eldest son Jack, now 15, was equally keen to passenger, and as it was his first event passengering for me it felt like the perfect opportunity. A vintage enthusiast, Jack had so far been quietly sceptical about how the Troll might compare with a vintage experience, by the end of the day that question was firmly answered.

The 41-car field assembled at Fromebridge Mill, Whitminster, Near Stroud. An excellent start venue offering ample parking, space to catch up with friends and the welcome comforts of hot drinks and food while competitors studied their route cards. The organisers had clearly put significant thought into the event, with new hills and familiar sections imaginatively reworked, a few run in reverse, making for an intriguing and refreshingly different day's trialling.

Running as car number 38, we left the start at 9:38am. From the outset, Jack impressed me with calm, confident navigation. The opening section, Tin Pan Alley, is a traditional lane first used before the war which provided a gentle introduction and produced a clean sheet for all but a couple of competitors.

The next section, Hammill's Help, was new and unfortunately the queue on the road brought the first interruption of the day. Local objections resulted in police attendance with around ten competitors still to run. Thanks to the clear organiser contact details in the route card a few of us were able to share the information and we continued on our way. At the section, the Clerk of the Course, Peter Hayward, had thoughtfully set out two different restarts: a lower restart for Classes 3–7, and a more challenging higher restart for Class 8, angled steeply up a muddy ridge on 22psi. As is often the case at restarts, taking in all the information at once can be challenging. I was initially confused when the marshal was pointing right yet I thought the section went left. I couldn't see the right restart board and I also couldn't see any markers anywhere. Seeing at the last moment that we were expected to deviate right through the class 8 restart then continue up the track we stopped and pulled away cleanly earning an approving nod and pat on the back from Jack. I wonder if this was the reason it claimed two Class 8 failures and a handful of others across the field.

For Hill 3, Axe, class 8 was attempted on 18psi and is always a challenge, typified by the usual delay. A power sapping narrow, rutted lane climbing the edge of woodland, before a slippery stone restart that regularly catches out the unwary. Approaching the angled line, I spotted Gary Browning overseeing the restart line proceedings and knew that a

Alfie Crocker and
Luke Jeffery,
Class D2

(by John Barthram)



At Mikes

Queuing for
Tin Pan Alley



Andrew Craig,
Class B1

(by John Barthram)

Tarka Trial

***on Badger's
Last Stand***



Suzie Prevett,
Class B3

(by Margaret Critchland)

Mechanics

***By Simon
Lewis***



Tyre pressures at the
top of Scrubbets

Jon & Calvin
Moore,
Class 8
CMR Ford

on Water Run

Steve Hill, Jem
Bowman & others,
Class 2
Ford Model A



**Exmoor
Clouds**

**by Vince
Feeney**

Jack Selwood &
Tilly Hoggart,
Class 4,
VW Beetle

on Ski Slope



Allen Trial

by Jonathan Layzell

on Burlledge 2

Ian Moss & Terry Coventry,
Class 2 Austin 7



Richard Goodman & Milly Gibbs,
Class 5 MG Roadster



Nicola Butcher & Ben & Barnaby
Gladwyn, Class 6 VW Beetle

guaranteed level of precision would be required. We stopped cleanly and pulled away successfully, as also did Karen Warren, helping secure her class win in Class 6. The restart alone accounted for failure of three-quarters of the field.

The next two hills, Bulkland 1 and Mike's, both new to the event, were a particular highlight, not only for their quality but for their proximity to the usual route and were a credit to the organising team. Bulkland 1 featured a steep, slippery climb entered through a right turn in a muddy gateway, followed by a sharp left at the '1' marker. Watching each competitor's approach while queueing and listening to the loud application of right foot heightened the anticipation. John Wheeler's Dellow climbed strongly before slipping off the track near the top, a reminder of how unforgiving the section was. On this section I discovered that Jack's seat was fitted with high lift cams going by the exuberance of his bouncing. We were one of only six cars that cleaned the hill, all from Class 8.

Mike's proved even tougher. A right-hand turn then sharper left-hand turn into a steep, muddy climb defeated almost all, us included, resulting in us gaining a '2'. Only four cars made it out of the top, with John Wheeler's Dellow the sole non-Class 8 success, a remarkable performance which helped him achieve the class 7 win.

The route out of the woods provided Hill 6 called Scrubbets, a rutted lane with a restart. On 20psi we judged the stop well, pulling away cleanly from the crest of an undulation. Judging by the results, many of the field also found it manageable.

Near Nailsworth we approached Wood Lane a grass-covered, scrub-lined section with a restart and deviation which was enjoyable despite confusion over tyre pressure requirements, which

led to the hill being voided in the results. A well placed 12 marker required a slow approach into a tricky corner which we climbed successfully. At the top we had a chance encounter with John and Natasha Early, whose Liège was suffering from a blown petrol pump fuse. After 12 years of carrying spare fuses in my top Barbour pocket without need, it was immensely satisfying to grab out the highest rated few with ease, hand them over and finally put them to use.

The first special test, Hobbs Reverse (Hobbs Choice backwards), delivered a burst of excitement. The challenge was to stop astride Line B in exactly between 30-31 seconds, for which you would receive no penalty. Jack and I agreed a clear strategy and set off briskly. Spotting the line at around 20 seconds, I braked firmly and crept to a halt, Jack's timing proving impeccable at 29.75 seconds—but still a five-second penalty. Only eight competitors achieved the perfect timing window.

From Avening, the route wound past Chalford and through the narrow lanes of Eastcombe, past beautiful Cotswold stone cottages before reaching Ferris Court, a welcome return for the hill which has been used for over 60 years. Running on 22psi, the tree-lined climb was thoroughly enjoyable, made all the better by the organisers' incredible hedge-cutting efforts at the top.

Andrews Ascent, which runs parallel to the Bulls Cross section passed without incident before we reached King Charles' Lane, a section that had already defeated all bar one of the class 8 field, with at that time only Bob Hart in his class 8 VW buggy successfully climbing from the restart. The track, flanked by steep banks, offered little margin for error. Selecting our line carefully, we picked our spot and were delighted to climb cleanly away with a little, gentle, measured throttle.

Catswood followed, successfully climbed by all bar three competitors, before we headed towards home and Special Test 2, Wilton's Wobble. This was run down the usual Battlescombe section with a reverse back uphill, demanding reversing accuracy and composure. Fastest time was shared by Julian Lack and Jack Selwood, with us just 0.3 seconds adrift.

The route out presented Hayward's Choice, which showcased further organisational creativity. Familiar with the lane as it's my shortcut home when MTB riding, I suspected the restart would be placed on a rocky outcrop where I'd previously been forced to dismount. As expected, black rubber marked the spot, but despite a difficult appearance, all but one competitor climbed successfully.

With darkness creeping in at Viaduct we encountered our first electrical issue in three years of Troll ownership, a blown ignition fuse traced later to a faulty ignition/light switch. Who'd have thought I'd use those spare fuses again in the same day! Thanks to the assistance and patience of John Greenaway and passenger, Julian Lack and Sam Lindsay we were soon underway and enjoyed the climb.

The final section, Mini Sandfords at Frocester was tackled in darkness. Verbal instructions indicated a double

restart and poor visibility made both the section and double restart difficult to interpret. A gentle grass climb with a steep final launch on 20psi proved decisive; despite stopping precisely where intended, the slope forced us backwards into a hole and brought our climb to a close. Only three competitors successfully climbed the hill, the achievement helping Sam Holmes in Class 4 to his first-class win.

Back at the finish, Jack was buzzing from the experience and rightly proud of what we'd achieved together, now wanting to passenger on every event he possibly can. Although initial results suggested we'd achieved the overall win, a subsequent amendment saw Aggy Gray win overall and us awarded Best Stroud and District Motor Club Member, a fiercely contested and highly regarded trophy that I'm immensely proud to have won.

My thanks, as always, go to the organisers Peter and Gill Hayward, Amanda and Mark Hobbs, other helpers, marshals, and landowners. Until you've organised an event yourself, it's hard to understand the effort involved and just how much we owe those who make days like this possible—thank you.

Exmoor Clouds 2025 – The Wet & Dirty One! By Dee Champion

The start of November brings us the Exmoor Trial, which is run by Minehead Motor Club, the main members, Paul Merson & Norton Selwood, both working together to make it a fun & somewhat a challenging day with some, extremely tough sections, with naughtily placed restarts, and of course a few easy peasy

ones. We must always thank them for putting on a great day and of course a special mention to Derek Merson for sponsoring this event. We really do appreciate the kindness of your generosity for us to be able to participate at this event.

We had entered in the Deere, with Dave checking the weather forecast religiously on his phone every day, as rain had appeared on a few days leading up to the weekend, at the time it was showing that Sunday 2nd would be a sunny day! If

it had been forecast heavy rain, Dave then had the chance to swap cars for one with a roof!!

Hitting the M5 at 7.20am, plenty of time to reach Wheddon Cross, as we wouldn't be leaving the start until 9.30. The scenery on the way was a ray of beautiful autumn colours with different tones of orange, yellows & burnt browns, it did look lovely, but you know that the colder weather is on its way.

Once we had gathered at The Rest & Be Thankful Inn, doing all the usual signing on, devouring our bacon baps whilst catching up with fellow competitors. It was time for us to squeeze into our seats, which we had tried to dry off as they had gotten wet overnight, as soon as we sat down, we ended up with damp bottoms before the day had even started!! We then head to the start.

Leaving the pub, vehicle number 70, with the first direction of turning left, making our way to PIN QUARRY, the first section was only 4.9 miles away so an easy direction to begin with, through a gate into a lane where we caught up with James & Mike. The cars in classes 1-4 including X90s had to go on the right-hand side off the track with a restart apart from class 1. The rest of the classes had a left hand turn with 8s having a restart, the steep muddy section, had a sharp incline, with the banks either side looming around us. Dave Robinson was on the ready with his flag, as we reached the restart, we climbed to marker 3. Reversing back down the section, with some cheeky banter from Norton as he guided us down with instructions to prevent us getting stuck in the bank! Tyres pumped up we head towards the main road.

Heading towards the next section, the sun's glare was blinding, reflecting off the wet tarmac, making it tough to see the road ahead, we were squinting to see the sign posts, but managed to

reach the next destination on the route card which was a left over a narrow bridge into a track with no hiccups, meeting up with our fellow competitors who were all crammed into the waiting area.

For the next section, which was called, SKI SLOPE. Dave eased himself out of the Deere to let the tyres down to then discover that the valves had slipped on both tyres, using the jack, he couldn't quite get the height to lift the wheels off the ground. We didn't, have the piece of wood that we usually put on top of the jack just for that little bit of extra oomph, we managed to get a slab from another competitor, but that wasn't enough. Then a tree surgeon van pulled up beside us, they were the closing car, "they should have a piece of wood" Dave said, so we asked, all they had in the back of the van was the wooden markers from the last hill, so we had to use two of them to get leverage, which worked a treat. James was busy on the other tyre, once completed it was our turn to get to the start, with Judi Dommert as the marshal. Foot on the accelerator as the tyres spun into action climbing the wet slippery surface, past the trees to stop at the restart where Adrian was grinning, with his flag in his hand ready, to wave us to go again, the car had good traction as we made it to the top. We then had to turn the car around on the slick damp green grass, which was probably more challenging then the hill as the tyres were slipping all over the place, as we zig zagged all over the area making pretty patterns in the grass, the sheep munching on the grass looking at us with confusion probably thinking ... what the hell is that idiot doing!!

Any way we had a good clear here & then had to drive back down the section. Now... Dave Foreshow decided to climb the hill in 2nd gear as he was gaining momentum to tackle the hill, with his foot on the clutch left hand on gear stick ready to go into 3rd ...WHOOPS ...Oh

NO! He missed the 3rd & shifted it into reverse, what a blunder! Next thing he was careering down the hill with mud flipping off the tyres faster than an electric shock! I bet that was either an adrenaline rush or a feeling of... OH Shit... as his heart must have been racing with anticipation with Ruben his son just chilling in the passenger seat!

Next to tackle was ROBINS NEST, as we head into the farmyard, Rob Holden is pulled over to left with his bonnet open, rain was rather heavy now, we asked what was wrong, he had waited at the start of this section, the marshal said "off you go" & his car just ceased to go... Dead! He's not 100 percent sure what the problem is, so it looks like a thorough investigation will be needed. We also lost Andrew & Lorraine Rippon in their Beetle, unluckily for them the diff broke.

Only class not to have a restart here was Class 1. We obtained a clear & so did quite a few others. Waiting to do the WIDLAKES DASH, a special test around cones, the marshal with his fingers on the stopwatch told us to go, but he hadn't noticed that James had knocked over the last cones & had parked their Peugeot at that point to put the cones back into the correct position, so he was still on the track!!

After 5.6 miles, past farm buildings down the tight country roads, towards STEEP HILL, which would be section 4. Aaron was approaching us from the opposite direction in the Escort, as he had just left that hill, to inform us that we would have a fair wait, as they had cancelled the hill for all classes except 8s, as some cars had got stuck & there was no escape route, so sitting patiently as we see almost all the competitors drive past us, only about 10 class 8s were left to try the section. At one point we were in the middle of the trial & now we were 3rd from last with that dreaded closing car creeping up behind! I really do not like being in that position, reading the route

card has to be precise as one mistake & getting lost can put so much pressure on racing to the next section before they do & a sigh of relief when they are not there. The restart saw us lose 5 points. Unfortunately for Bob Tozer who was a passenger for Tom Walker in a Liege, the day finished early for them as they broke the diff, which was a bummer, as that had only been replaced the week before.

LUXBOROUGH LAWNS start was where we met lovely Carlie Hart, who looked really comfy in her fold up chair, slowly of the start, the mud was thick & wet as Dave tried to manoeuvre over the ground looking towards the sharp left-hand slope where Pete Hart was waiting on the restart. Nice & steady as we veered off to the right & somehow jumped off the track into the bracken, a *TRIALER'S WORST NIGHTMARE!* As we dropped a whooping 10 points! Ray Ferguson too dropped 10 points here, I'm not sure if the same thing happened to him also.

CHURCHTOWN, the next section was only a mile away, heading across the grass with a gentle decline, the ground was greasy, the sun blazing into your eyes as you squinted to adjust your view, Dave, gently pressing the brake pedal ... the next minute we did a full 360 spin back to the way we were heading ... OMG that wasn't meant to happen as we are laughing our heads off on the way to the start. Once lined up to inflate the tyres, Dave Foreshow didn't even get out of his car he just lent to the side & was still seated as he used the tyre pressure gauge to let some of the air escape from his side of the back wheel, which was quite funny to watch.

Back onto the public road heading to Luxborough, then taking a left hand turn into VINEGAR HILL. As we were near the back now there weren't any delays, this is where we met Derek Merson, who chatted to us for a short while, whilst we waited for the last car to come back

down the section thinking it was Dave Foresheew. Raring to go up the gradual muddy track to reach Paul Merson who was waiting on the higher restart for us, I shouted, "Stop!" For Dave to place his back wheel on a tree root which was hidden, lurking beneath the sloppy mud the worst place possible to stop as we are trying our damndest to get off it, the wheels spinning & me trying to bounce the Deere vigorously to get the car to somehow jump out of that nasty spot! Damn we were stuck good & proper! The last car of the day being Dave & Ruben, seemed to have gone on a mystery tour as there was no sign of them, we didn't think they had broken down as we hadn't seen them on route to this section. The closing car prowling... ready to pounce so they can remove the posts. As we come out of the section in pops Dave & Ruben! The section all cleared away of markers. That was a shame as they lost a lot of points here... but they didn't seem fazed, as they were just glad to be out having fun.

On our way to Lynmouth, for the next part of the trial, turn left into a layby then head into the woods as we are carefully following the arrows & checking out for those deep water drainage gullies, we see Julian Lack's car in a clearing to the right, with Sam Lindsay his navigator under the bonnet of the DP Wasp checking for faults, it was discovered that the fuel module was playing up & couldn't be resolved, Julian was absolutely gutted as he had travelled from Stoke on Trent to have fun getting down & dirty at this challenging event, even though he had to retire he enjoyed the seven tough hills that he attempted. LENA'S, section 8, took out an X90, Colin & Jane Headley whose track rod broke.

At the next section which was WAR ZONE, there were only about 7 cars left to attempt this hill, we seemed to be at a standstill... we couldn't hear any roaring of an engine on the section, so after

about 25 minutes sitting in the car waiting with an umbrella up as heavy rain started to pelt down on us, we decided to investigate what the holdup was. It was then clear that Stuart Highwood had broken down on the climb, he had also broken down earlier in the day which also caused a delay, but he must have managed to resolve the problem at that time. Whilst hanging around & chatting, Dave Foresheew was explaining to me that he had done some modifications on his Dingo ... (THE CAR) just in case your mind is a tat dirty lol. He has added a section in the middle of the car to make it longer as Ruben is rather tall & struggles to squeeze into the driver's seat, now it has been adapted for his rather long legs, we will soon see him competing. The rest of the Dingo didn't need changing, as all the wires etc. were already long enough. I will look forward to seeing Ruben attempting the dirty muddy hills in the near future.

Now... it must be almost an hour now still not moving! So, I chatted with Brian Hampson who offered me a nibble of his nuts, which I shared with my driver Dave! It was then decided that the closing car would try to pull Stuart out, but we all had to rearrange the waiting cars, as there wasn't much room to manoeuvre, so we had to park right over into the hedges for the closing car to pass. Finally, we were on the move again but only for a short while, as Brian Hampson flew up WAR ZONE in his X90 to only then park nicely on a tree stump at marker 6. We hear a range of different noise tones from the engine hoping & praying that he will make it, but he was stuck firmly so another long wait, the time now was 4.15pm & there were still 5 more sections that needed to be done. Nigel Cowling was the marshal here. At last, we were climbing the hill clearing the restart & out of the top.

In the forest we follow the signs to PERITON HILL, section 10. This had a different marking this year it was

subdivided 24-0. With tyres low we were ready to attempt this very long muddy track between the trees. With full power we were escalating steady at the beginning passing marker after marker, engine roaring bouncing & sliding towards the edge of the squishy trail, with Dave's hands rotating the steering wheel from left to right in a turbo speed. It was that rough that my arse actually bounced out of my seat which is surprising because of the size of it! Seeing how compacted you are in the Deere, I think I a little scream escaped my mouth as we were passing Paul Merson with us both cheering Dave ... marker 6, 5 as we are struggling now slowing down still trying our hardest... marker 4,3 "go on Dave we can do this" as I'm bouncing trying to edge the car further forward, more power as the car is now screaming, we can see the end through the trees, but unfortunately the wheels came to a halt on marker 2! What an exhilarating bumpy climb that was! As we reach the end, I praise Dave on his excellent driving skills which were awesome.

At the start PERITON SUMMIT, which was situated in the same area Tim Hellings' parents Andrew & Jackie with Sophie were the marshals at the start, they informed us that Tim had to retire in their Beetle due to loss of power on the hill. They had come to support their son, getting themselves wet & muddy & asked if they could have a special mention in the Restart magazine. The section had a gentle incline & just as muddy as the last, with the correct tyre pressure & good momentum it was a breeze for most.

The last climb in the forest to tackle was called WATER RUN, with a lower restart for class 7 and a higher one for 8. By now it was pitch black with just the beam of the headlights cutting through the trees in the darkness guiding the way, was kinda creepy, trying to see the marker boards as we edged our way

along the track to marker 2, reversing into a clearing to put some air into the tyres. You couldn't see anything so I plucked myself out of the Deere in the blackness... then fumbling trying to switch on the torch on my phone, so that I can assist Dave by shining the light on the valves so that he could see what he was doing... the next thing I had disappeared into the wet muddy undergrowth dropping my phone, as I had caught my foot in a tree root & went arse over tits into the depths of the darkened ground ... All I could hear was... "Dee hurry up & shine that torch, I can't see a bloody thing" for him to then realise I was scrambling around on my hands & knees in the mud, trying to get up & find my phone that was shining into the night sky, whilst he's laughing his head off... he then decides to ask if I'm okay!! Back down to the bottom of the section to follow arrows to the exit, which was somewhat quite hard to see now. Back on to the tarmac road & travel 5 miles to....

SLADE LANE section 13, as we reach the start, ready to go, we slowly make our way along the track, just the beam of the headlights cutting through the darkness guiding the way, was kinda scary, we reach the restart with ease, it was plain sailing from there as we emerge out of the top of the section... PHEW

Once we arrive at NORTH HAWKWELL, the last task of the day/ evening, a lot of the competitors who had finished were gathered here, which was situated in a farmyard. Norton was waiting at the start, they had cancelled the restart, but we did have tyre pressure of 12 psi, there would also be penalties if you hit markers, which by now was tough to see, we shot along that muddy track & reached marker 2, which was a bloody good climb to end the trial. Matt Facey occurred a puncture here, his first one in about 2 years!

I would like to congratulate all the class wins in the championships as this year of trialling is coming to an end, with just a couple more events to finalize the champions. Also, a thank you to the person who wrote out the route card & for putting out the markers along the main roads to help with finding the sections they were spot on, really clear to read.

Exmoor Clouds Trial by Simon Fillan

I wasn't too sure that I would get to the trial, as I discovered the day before the Tarka Trial; I had a burst radiator on my Beta Trainer, caused by my bike falling off its side stand and crunching the left-hand radiator. I ordered up a couple of Chinese radiators from a supply in the UK for £145, Beta would have charged me £185 for a single radiator; the Chinese radiators appear to be better quality than the originals. Also ordered up some radiator braces from Poland. I was in France for a few days between the Tarka and the Clouds Trial, so I arranged for one of my neighbours to pick up any parcels left on my doorstep, which was just as well as Royal Mail left the radiators on my front doorsteps (funny safe place). When waiting for the ferry out of Roscoff, I rearranged for the braces to be redelivered to me when I was back in the UK, smart phones do have some advantages.

The day of the trial turned out to be dry, with the roads and off road very wet from the previous day's rain. For a change I was riding by myself. I had number 1, so I was the first to ride the set of sections at Pinn Quarry; the sections were only a short ride from the start. Section 1 Pinn Quarry, an old adversary as it also appears in the Neil Westcott Trial. The section comprises a slippery sharp climb up a steep rutted track with a left bend over some rock

Aaron, we have a request! Now that your dad & I are enjoying the adventures in the Deere we need some modifications please! First being ... a step & handrail for the elderly, second, a roof that automatically pops out when it's raining! Heated seats & lastly some sort of beepers to let us know that the indicators are on!!!!

slabs, then more track. I tried staying in the centre of the track to just after the left-hand bend where I ended up in the rut. I scored 5; I have cleaned it when dryer. One solo managed to clean the section

Section 2, Pinn Point was just beyond Pinn Quarry. The section involved going up a short bank a sharp right turn on heavily rutted ground then up another bank. I spun out on the second bank for 9, the best solo score was 8. I wasn't happy with my riding in Pinn Quarry but looking at the other solo rider's scores, I did quite well.

After a short 4-mile ride, I arrived at Section 3, Ski Slope, a nice long climb up a steepening track. I cleaned it in 2nd and 3rd gear; the section was more difficult coming down. The view from the top of the section was superb, with the sunshine poking through the holes in the cloud and the valley around us having some layered low mist hanging around.

A couple of miles got me to section 4, Robins Nest, which wasn't on my route card. We had to wait for the section to open. The section entailed a short climb up a track over some boggy ground, into a field, a sharp right turn down the field's fence then a left turn up the field. I got my bike into 2nd gear, floated over the boggy ground, only to have a marshal jumping in front of me to stop me going straight up the field, as I hadn't turned right. The marshal was not impressed when I said that the lady at the start of

the section said it was straight through, there should have been an arrow or something indicating the turn. Hey ho. Onto the first special test, the only thing I can remember about the test was that it was very slippery on the stop line.

After a pleasant ride through the lanes and across a couple of fields I got to the bottom of Wimbleball dam. A nice location to wait for the section to open, with the dam above me, it was great to talk to my fellow competitors, one of the competitors lived just down the valley from the dam, a lovely place to live. The section Steep Lane was a nice long climb up a slightly rugged track with a few rocky lumps. I had a nice blast up the hill.

7 miles riding through the lanes brought me to the next 2 sections. Maddocks was just for solo bikes, the section comprised dropping off a track down a muddy bank along a narrow muddy path up a bank lined with rocks back across the track up a bank and around a tree. A good slightly one day type of section. I scored 11 by footed on the second bank after hitting a big rock. The trial was turning out to be an off day for me, so I just enjoyed the ride around. I managed to score 3 on Luxborough Lawns; I have no memory of the section.

A short ride to Churchtown. The section started on a steep rocky track with a short climb followed by a sharp right hand bend up a rutted bank, then a left turn up into a field. I footed just after the right turn for 6, frustrating as I have cleaned it in previous years.

Just over 6 miles ride through the damp lanes I arrived at Vinegar Hill. The section comprised a climb up a steep muddy woodland track with a deviation for motorcycles of around a big tree then back onto the track. I footed when going around the tree,

On the way to the next set of sections, I dropped into Tesco at Minehead to get some petrol and some food. I had time to have my lunch and catch up with the other riders who were waiting for the next set of sections to open in the big lay-by just outside Minehead on the A39.

The next 7 sections were all in the wood of confusion; mayhem was going on with riders and observers milling around trying to find the sections; so, my account is a bit hazy.

Lena's comprised a climb up a twin rutted climbing track with a deviation for motorcycles up around some trees then back onto the twisty track. I cleaned the section. I have no memory of the 2nd special test, Long Drag.

War Zone was a climb up a rutted track with a deviation for solos off to the right up a narrow path with a sharp left hand turn up a bank. I missed the left turn and kept going up the narrow path, which was for mountain push bikes, good fun with the tree roots. I emerged at the top of the woods and after a bit of a search found Periton Hill. A long curvy climb up a track. I got a score of 2. Periton Summit was another nice long up hill blast, which I cleaned.

Onto Neil's Nip, a one-day type section just for solo motorcycles, it involved a sharp climb up over cut trees along a narrow path then over a log. I only got about 4 metres into the section before I grounded to a stop, not fast enough, annoying. As there were no other competitors around, the Observer let me try it again, so I got more speed on and got as far as the log, much better, in the end only two bikes cleaned it.

Water Run was just up the track from Neil's Nip. The section was a long climb up a stony track getting steeper and twistier as it climbed, I cleaned the hill. I left the wood of confusion, for a 5-mile

ride to Slade Lane, a nice straight forward climb up a rocky track with a restart. I cleaned it. A short ride up the valley I got to the last section North Hawkwell. A straightforward section, starting at the top of a farmyard, up a rocky farm track, then a sharp left bend up a grass bank. Nice and easy.

I then had less than a 2-mile run out of the valley to the finish at the Rest & Be Thankful pub. I had a very welcome pint with John Reeves a great end to a lovely ride around the Trial. Thanks to all the Organisers / Observers / and Landowners.

Exmoor Clouds – November 2025 by John Reeves

The alarm went off at 6am, we were staying near Exeter for a bit, so just an hour for me today. Lovely drive up the Exe Valley to the start at the Rest and be Thankful Inn. I encountered sooo many groups of pheasants enroute, or many Bouquets of Pheasants (as Google informs me a group is known, who knew) the first lot launched themselves at my screen and sadly I caught one, blooming things, they're even more stupid and suicidal than sheep. Fortunately, I manage to avoid the remaining few hundred that tried to end themselves over the next few miles.

It was a beautiful morning, in fact we only had a couple of brief showers the whole day, which made a pleasant change after the near torrential rain during the past few LDTs.

Off we go then and just a short ride of 5 miles to the first group of sections at Pinn Quarry.

What a start, 2 extremely slippery sections; first one up a double rutted gully, we've done it a few times with generally poor results!!! Whilst staring at the ruts trying to decide which side, someone commented that the best rut seems to be the right - ok then; third gear and carry as much speed as possible.... Hmm was actually a lot more grip than expected and I made it to the 5 marker before losing it, mainly due to being just too quick and needing a

dab to stay upright, second would've been better, but not duly unhappy as the section is always tough; 'someone' has a sense of humour making that the first section, when we're all stiff and wobbly !!! (Thanks Norton !!!) At least that's out of the way.

Section 2 then, new one for me. **Hells Bells:** even more slippery than section 1, I went up the left-hand side of the bank, second gear got me up easily but once on the top I was in deep, deep slippery as ice mud, the right side would've dropped me into a slot and given a chance of getting further.... next year eh. So here we are 2 sections in, and I haven't seen the ends cards yet; I'm going to need a bigger abacus at this rate!!!

Off to "**Ski Slope**" Section 2, our third section (the numbering system is easy really, they just like to keep you on your toes lol) two ruts with a central brow that got more slippery as you went up; second gear kept it steady with moderate speed/progress and my first clean. Coming back down was 'interesting' though, the front end opting for a different route to the back end, very nearly brought me down but just saved it - others weren't so lucky and quite a few ended up horizontal and muddy.

I don't recall **Robin's Nest**; I think I was still recovering from the first two sections, but the results show a clean, so I guess it must've been ok.

Widlake Dash - Special Test 1 was good; extremely waterlogged which

wasn't initially apparent, I got round easily in third gear but carried way more speed than intended into the slippery downhill finish and only just managed to pull it up at the end, very untidy but a surprisingly and unusually fast time for me.

Steep Lane looked slippery but turned out not as bad as it looked, I think the early numbers got it easier and it got a lot worse for the later riders and them on 4 wheels, pleased to add another clean to the card. The first two sections starting to be forgotten.



Maddocks, "Solo bikes only", we arrived a few minutes early so chatted a while and watched the first few riders through some were struggling to turn up along the loose camber and across a track, a lot of marks were dropped here but fortunately I crept through it ok.

Luxborough Lawns was next "Penalty for hitting markers" – notes like this in the instructions, always make you cautious, reasoning that if there's a

penalty for hitting them it must be trickier. I readily admit to not understanding the theory behind this, maybe it's more of a car thing but always makes me wary. Turned out to very slippery and just as tricky as anticipated but I managed to climb to the top ok.

Churchtown, the results show I cleaned it, but a week later, I can't actually recall it. Old age sneaking up

Vinegar Hill - I read the instruction, made a mental note of the "Deviation" - then got excited that I was buzzing up the hill and missed the deviation completely – whoever named this 'Vinegar Hill' got it spot on because it definitely left a sour taste, lol, looks like quite a lot of other riders tasted it too. Hey Ho, my fault (obviously) just so annoyed and wish my eyesight was 30 years younger!!! 8 ML... bah humbug. Please could we have big orange Deviation Arrows with Flashing Lights for all us oldies with fading eyesight and attention deficit, double lol.

Tesco fuel stop, E5 95RON petrol and a tuna sandwich, what's not to love.

Lunch Stop in the layby, whilst all the lovely observers and officials swap positions to the second half of the route, before heading up the hill to Lena's – "Deviation for all motorcycles" - try not to mess this one up John, fortunately the marshals were very helpfully indicating the deviation, up a tricky off camber turn which I rode with great caution and, with extreme determination not to mess this one up, I managed to gently climb out of clean.

Onwards to **Long Drag** Observed Test 2 – a quick blast along a straight track. By this stage I'd worked out that everywhere was slippery (I'm quick like that) so gave it full respect, barely half throttle and a commensurately slow time but no drama.

War Zone and another "Deviation" for my class. The first part of the section was loose and then a turn into the trees and a tricky to follow detour through more trees with lots of loose debris on the ground. I just about managed to spot the detour route which brought you back to a track and a treacherously slippery off camber climb; feeding the power very cautiously got me round and out, a good ride for me, very happy to get out of that one clean.

Periton Hill – 24 – 0 hill, wow what a fantastic hill!!! Section started off gently and gradually got steeper and steeper, the ground got looser with some roots and rocks strewn about for good measure. It just went on and on, absolutely loved it. Finally got to the end and a few other riders were watching and saying how much they enjoyed it, a few catching their breath too. Brilliant section.

Periton Summit was fairly straight forward and most competitors got through to the top clean.

Neils Nip was a Solo Motorcycles Only section – started on the flat wide track with a blind turn steeply up into trees that had only recently been cut down and very loose ground with debris scattered all around making progress sketchy, up round a couple more trees and out over some small, slippery roots/logs. Brilliant trials section demanding full concentration, my favourite section of the day and very pleased to clean it!!!

By now the sun was shining in earnest and the ride to the final sections was absolutely beautiful. Views like this



Wootton Courtenay

are a big part of what these events are about and truly lifts the spirits and reminds you why you got up at 6am. Absolutely stunning.

North Hawkwell – I arrived quite early to find Simon waiting for the section to open, we stood chatting with the marshals for a moment, then one of them (sorry didn't recognise) decided to pop up the hill to see if everyone was ready. Unfortunately, he lost his footing on the slippery concrete and did some sort of pirouette into the mud (and cow stuff), fortunately all ok, if a little 'fruitier'.... Sorry, we're a heartless lot and always laughing at someone else's misfortune... the section instructions once again indicated "Penalty for hitting markers" so combined with the marshal's 'ice-skating' demo we were concerned this could be a really slippery last challenge and if there was a final surprise for us, so made a very cautious run – but it was actually pretty straightforward climb to the finish.

Brilliant trial once again, fantastic weather, and stunning scenery.

I'd like to take this opportunity to express my sincere thanks to all who gave up their time to make it happen.



Steve Grinter



John Young



T Johnson & E Brown

Neil Wescott Trial

by Judy Champion

Allen Classic Car Trial – Sunday 30th November 2025 – by Hannah Ferguson

Low sun, blue skies and the perfect blend of grip and gamble

Late November trials can be a lottery, with somewhat unpredictable weather, but the Allen Classic Car Trial on Sunday 30th November 2025 delivered just about everything competitors could hope for: blue skies, winter sun, slippery challenges where you wanted them thanks to the heavy rainfall prior to the day, and just enough bite to keep everyone honest.

We rolled up at the start with *Little Lotte*— our Liège SS — running sweetly from the off. Named after Dad's late Mum, she felt very much on form all day, pulling cleanly and giving that reassuring sense that, whatever the sections threw at us, the car was ready. The low sun hung over us from the start, giving the day a golden glow and adding a little visual drama to the lanes and hills.

Tog Hill was our first real test, though it proved a fairly straightforward climb, with only a few ruts to negotiate. Thanks to the stunner of a day, the views from the decent to the next section were spectacular — stretching for miles, across to Wales, with both Severn bridges clearly visible. It was one of those moments where you pause, briefly, and remember just how lucky we are to trial in places like this.

The Tog Hill Challenge itself was another matter. Slippery under-rubber and demanding respect, it caught a few out. We managed to keep it tidy but

made hard work of it towards the end, fulfilling my bouncer duties and coming away with a score of 1 — more than acceptable given the conditions. John & Natasha Early in their Liege shortly afterwards breezed up with apparent ease, making it look much more effortless than we did!

Bitton Lane followed, and the restart proved tricky. The surface was slick and we just didn't find the grip we needed, slipping backwards and failing the restart dropping 6 points, though it was one of those moments where things could easily have gone either way. Little Uplands was next—a short section, but with a restart that offered plenty of grip, restoring some confidence.

Guys Hill demanded a "gently does it" approach, and it paid off. A lovely clean run rewarded smooth driving and restraint, prompting a celebratory reaction from the wonderful Marshall Anna as we descended that summed up the relief and satisfaction perfectly.

By now the skies had cleared completely blue above, crisp air, and classic trialling conditions that felt more like early spring than late autumn. Travers brought us firmly back to reality. Serious rocks dominated the section, and it was very rocky indeed. We almost came to a halt on the Class 8 restart but just managed to keep momentum and claw our way through—one of those sections that feels like a proper achievement simply to escape.

Lunch at the Salt & Malt at Chew Valley Lake was a welcome pause. The smell of fish and chips drifted through the air, seagulls circled hopefully overhead, and the lake provided a calm contrast to the intensity of the morning's sections. A quick adjustment to the steering column set things right for the afternoon, proving once again that trials are as much about fettling to remain reliable as they are driving.

Burlidge 1 and 2 rounded out the main challenges. In Burlidge 1, the first classes were already smoking — a sure sign of how demanding it was. Burlidge 2 required careful positioning at the restart, but getting it just right paid dividends, and we came through all clear.

The Tests added a lighter note to proceedings, although still somewhat of a challenge with reversing providing plenty of laughs and the odd moment of confusion! — always good fun and a reminder that precision matters just as much as charging through the sections. Finally, John Walker offered the chance for a proper blast — fast, rutted, and with just one lingering thought at the back of your mind: don't get a puncture now. As a passenger it's one of those sections I would love a second go at!

Absolutely brilliant fun!!

All told, the Allen Classic Car Trial was a superb day out. Great sections, stunning views, a well-prepared car, and conditions that reminded us why late-season trials can be some of the very best. Little Lotte didn't miss a beat, and the event struck that perfect balance between challenge and enjoyment that keeps us all coming back for more. The organising team ensured that the day ran with barely a queue in sight and lots of opportunity for drivers and passengers to be competitive - a big thank you to everyone that made the day possible

Dropping 7 points in total we were pleased with our 3rd in class 7. A classic trial in every sense — and one that will linger fondly in the memory long after the mud has been washed off.

Allen Trial Bonnet Down Success by Dave Middleditch

The Allen was my first trip out after the engine expired 100yds after the last section of the Edinburgh. When we took it apart it was very tired and the main bearings worn showing evidence that the crank had been bending, leaving conical wear patterns. The bores were also heavily glazed, so time for a completely new engine. I try to keep a spare on the shelf, and after a few problems got the new one in OK and ready to go for the Allen.

Sid (Middleditch) joined me for the trip, but Saturday was pretty wet on the way down, so roof up and waterproofs on. We had to visit several sections for the March Hare. One was particularly 'challenging' as we followed a very narrow route between trees and only just made it through, but another was good, and a third would be good if we can get permission.

It was far from an early start as we were running late on the road, so only left Nailsworth at 8:30, and thankfully the rain had stopped and the morning was clear. We hung about at scrutineering for a chat with Bill Bennett and Mal Allen before heading down to Hinton, then set off soon after. The new section next door to Tog Hill was a real challenge on slippery grassy mud, but we just made it to the 1 gate before giving up on trying to get out the top... best give that engine a chance to bed in.

We all know how the Allen works since Fry's Bottom is (hopefully temporarily) not available, so it's all about the restarts on Bitton Lane and Guys. **Bitton** first, and the usual long queue and sound of engines screaming means it's a tough year. Come our turn and that was shown as we managed to creep forward a foot but then span up and that was that. On **Guys** we didn't even get that far, spinning instantly and sliding back down. I realised after that I was having to pull ever so hard on the hydraulic handbrake to just stay still, but having

replaced it in the summer, the barrel diameter was larger, so less effective. A smaller one is now on so should make holding the car while juggling the clutch and throttle easier... we'll see on the Exeter.

Travers was rough but I thought possibly less so than some previous years, but only just avoided stopping at the wrong restart. On to a quick in and out lunch break, as we were running late, and now the Falcon MC marshalled **Burledge**. I get this wrong, attempting to stop with the back wheels on top of the step, but I slide back down into the put, and that's impossible to get out from. Aah well, this was only ever a test to see if the car works OK...

2025 Allen Trial by Norton Selwood

The 2025 Allen Trial would mark one year since my first trial in my rebuilt Class 4 Beetle, so I was looking forward to going back and being able to compare the performance of both car and driver to one year ago.

It's been a year of trials and tribulations, with several gremlins and bugs to iron out, plus in the 6 events I had competed on so far, I had the unfortunate trend of finishing one and retiring from the next. Having retired from the Tamar last time out, history told me I was at least in line for a finish!

The 2024 Allen had been a washout, with heavy flooding and trees down due to Storm Bert, meaning we were lucky to have an event to compete on at all. This year though the day started bright and cold, but with enough rain in the days beforehand to make sure it would be nice and slippery underfoot. There were 3 of us from the Selwood household driving on the day, with my younger and

John Walker passed successfully and it was back on the long journey home, but the car ran really well and by the time we got home, I realised it's the first trial I've ever done without opening the bonnet of the car at all.... no oil on the floor, no parts fell off... (well, one nut on the sump guard, but cable ties fixed that) and no massive issues to fix over Christmas.

Thanks to Pete & Carlie Hart, Donny Allen and all the team, great fun as always.

far more accomplished brother out in his DP Ford, and slightly older but still more accomplished mother driving the family Troll, passengered by the (far more accomplished than I'll ever be) David Robinson. In the hotseat for me for the first time was Dad, meaning it was a full house. The trial began early for Mum & Dad towing the Troll up, as one of the trailer tyres blew out on the way up, hopefully this wasn't a sign of things to come!

We were scrutinised by Bill Bennett, and it was great to catch up with David Price, now custodian of Dudley Sterry's MG J2 and loving using the iconic car in competition. Parking at the Bull was a squeeze but well marshalled, so they made it work. We signed on and made a note of the tyre pressure limits, which for us was 10psi nearly all day. After being set off, we followed the familiar route to section 1, Tog Hill. No problems here for anyone except Paul Watson, out for the day in a Ford KA and maybe finding out why we don't see too many on the hills!

At the top of **Tog Hill**, we turned left and down a track to the next section, **Tog Hill Challenge**. This was meant to be

included on last year's event, but the conditions were such that an easier alternative was set up on the day. Not this year though, conditions were perfect and the larger queue suggested the hill was indeed a challenge. This was the only hill that classes 1-7 didn't have a pressure limit on, while Class 8 had 10psi, being checked by Nigel Moss. With no pressure limit I let the tyres down low, hearing lots of revving from the other side of the hedge. The hill itself turned right up over a small bank and ran up under a hedge. We were pleased to see the top of this one and it must have been judged well by the organisers as at least one car from every class cleaned it. Sadly, both Karen Warren and Rob Holden had to retire here.

The trial moved on to **Bitton Lane** where we had a bit of a queue, so there was plenty of time to stop and admire Dave Sargeant's new Class 4 Beetle, finished to an incredibly high standard. After 15 minutes or so stood chatting in the sunshine the queue started to move again and we were soon underway.

Bitton Lane was its usual slippery restart up on the stones, this time with the pressure limits in place. I tried to drive away gently but the tyres lit straight up, luckily a few bounces from my ace navigator and we were on our way out the top. The results show there were plenty of failures here, including all of Class 6, all of Class 5 except Carl Talbot, all of Class 90 except Brian Hampson and all of the 18-strong Class 7 except John Wheeler, Phil Aubrey and Thomas Hunt.

The trial then moved towards **Keynsham** and **Little Uplands**, marshalled by a team from the MCC. This included a restart for all classes, but didn't cause too many problems, so the trial travelled on to the infamous Guys Hill.

Guys was in its usual form, the completely innocuous looking restart needing a gentle approach. Class 3, 4 and 5 had a separate restart line this year, above the tree roots, but this didn't cause as many problems as the lower line for classes 6, 7 and 8. Nicola Butcher and Kevin Sharp cleaned it in Class 6, Nicola effectively sealing the class by doing so, while John Wheeler and Ray Ferguson were successful in Class 7 along with 6 class 8's out of the 16 that started.

Travers was next, under the watchful eye of Ross MC, and after a quick chat with Richard Andrews on the start line, we were off. No restart for us so we kept momentum up and sailed up over the rocky steps, as did most others. The restarts here were kinder to Classes 7 & 8 although Dean Vowden dropped his only points of the day here. At the top of Travers rain started to fall, which followed us all the way to the lunch halt at Chew Valley Lake, where we met Tim & Anne Whellock. Not that it bothered me and Dad with a roof, but the other members of the family were glad that the rain stopped by the time we departed and were on the way to **Burledge**.

I've been told for years about how rough and tough the Burledge of old used to be, but for now it remains relatively gentle, although there is some signs of it starting to get steppy in places. It was once again split into 2 hills, with **Burledge 1** being the lower part of the hill, with a restart for the lower classes, and **Burledge 2** being the top half, with a restart for the higher classes. I had a delay while on the start line of Burledge 1, while the marshals waited for the all-clear. Eventually we had the signal, and the restart on the first hill proved to be no problem. Straight onto the start line of Burledge 2 and off again, again no issues here, although the restart for 6, 7 and 8 did catch a few, including Nicola Butcher, David Price & Dave

Middleditch. Only when we got to the end of the section did we see why there had been a delay, as the marshals from the top of the hill had had to stop a taxi coming down. With the driver insisting he was going to continue down the section as that was the way his sat-nav was directing him, they had eventually convinced him that might not be a wise move, turned him round, and then had to push him back up and out the top of the lane!

On to **Nanny Hurns** next, a gentle lane with a tightly placed restart for all classes, and under the watchful eye of Mal Allen nobody was going to get away with clipping the boards! The results show a few 6's here, but the Selwood clan successfully negotiated, and we were on our way to the Special Tests.

Both timed tests were in **Fry's Bottom**, with the first in its 'traditional' spot and the second up on the track out of the woods. I was relatively pleased with my first time and disappointed with the second as I missed reverse gear, and my brother shared that sentiment, fastest on the first test but not quick enough on the second, meaning Paul Merson pipped him to the fastest overall times and indeed the overall win of the trial.

John Walker was the final hill of the day, and again we had a bit of a delay on the start line here while the Jago Jeep of David Chapman was recovered. The results show a few of the early runners failed this hill but once it had tracked in a bit it didn't seem to cause any problems and was a nice way to finish the day. We scraped some of the mud off at the top and headed for the finish just as the sun was setting. When we got back to the trailers, we discovered that we had our second puncture of the day, this time on David's road car. So, the trial had caused us no punctures, and the roads getting to and from had caused 2, says a lot!

A big thanks to Pete & Carlie, Mark Tooth and the rest of the Bristol team for putting together another enjoyable Allen and arranging the weather for us this year too. It was also great to have the tyre pressure limits checked regularly throughout the day.

I'd also like to make a special mention for Dave Sargeant, who saw the top of all the hills and beat me on the timed tests, but contacted the organisers to admit he had incorrectly performed the 'higher classes' restart on Burlledge 2, which meant he lost the Class award. This turn of events meant I had my first class win in the Beetle, thanks to the sporting nature of my competitor. It's great to know there are still gentlemen involved in Classic Trialling, so thank you Dave!

Results

Class 1 – Dave Haizelden – 0

Class 2 – David Golightly – 6

Class 3 – Richard Hayward – 0

Class 90 – Brian Hampson – 3

Class 5 – Carl Talbot – 0

Class 6 – Nicola Butcher – 12

Class 7 – John Wheeler – 0

Class 8 & 1st Overall – Paul Merson – 0



Tris White,
Class 3, Ford Escort

More Allen photos by Jonathan Layzell

On Burlledge 2



David Chapman,
Class 7, Jago Jeep



Michael Leete,
Class 7, Dellow Mk 1

Please find attached the provisional Championship Tables for 2025

With the 2025 season drawing to a close it is now time to register for the 2026 Championships, this can be done online or via post, entries are at the following link:
<https://www.actc.org.uk/2026-actc-championships-entry-form/>

It'll be great to see all of you back for next year!

ACTC has been made aware of an outstanding query in the results of the Camel Classic which means the Wheelspin table can't be finalised yet, as a result this is not attached. This will follow as soon as possible. In the meantime, here are your 2025 award winners:

Crackington Champion - Karen Warren

2nd - John Early
 3rd - Ray Ferguson
 4th - Dave Haizelden
 5th - Paul Jones

With Dave and Paul non starting on the Camel Classic, very little ended up changing after the final round, except for John Early re-appearing in the top 5 and finishing just 4.3 behind Crackington Champion Karen Warren. John will be one to watch next year! Ray Ferguson and Dave Haizelden, both regulars at the sharp end, finish third and fourth, while fifth this year goes to a new face, Paul Jones, who has shown that consistency and reliability is key!

Navigators Champion - Natasha Early

2nd - Alice Warren Carter
 3rd - Emma Harvey

The Navigators League remained unchanged after the final event, meaning we have a new winner for 2025, Natasha Early. Last year's winner

Alice Warren Carter settles for the runner-up spot for this year, and another new name on the silverware will be Emma Harvey, after a year of keeping Paul Jones on the right path!

Pouncy Champion - John Reeves

2nd - Mark Wills
 3rd - Neil O'Connor
 4th - Simon Fillan
 5th - Phil Sanders

It was once again an outstanding performance by John Reeves in the Pouncy this year, who finishes on exactly the same total as he did in 2024, and achieves the top spot for the second year running. Mark Wills takes second place this year, ahead of championship newcomer Neil O'Connor, who had a stellar debut with a strong end to the year to finish third. Simon Fillan had a quieter end to the year and finishes fourth, ahead of Phil Sanders on the big 500cc Beta who rounds out the top 5.

Red Rose Champion - Andy Beveridge

Another 2024 champion retaining his top spot, Andy & Bob Smallacombe just about held on to the Red Rose Bowl despite being hunted down since the Autumn by the flying father-daughter duo of Richard & Tegen Maddern, who end the year less than a point behind. Without doubt a team to watch in 2026, will Richard become the second man, after Yoshi Adams, to win the championships on 2 & 3 wheels?

As always, please check your scores, and don't hesitate to contact me if something doesn't look right! These tables will be re-issued as final as soon as possible.

Thanks to all of you for your support in 2025, look forward to seeing you all in 2026!

Norton ACTC Championship Secretary

Wheelspin Table 2025 up to Tamar

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Total
Richard	Hayward	8			8		10		5			8						39
Paul	Merson	5		9	5	9			5	4								37
Jack	Selwood	5				2		4	8			8	8					35
Richard	Kinver	8							8		7	5						28
Dean	Partington	5		10		3				5		5						28
Duncan	Stephens		10			10							6					26
Julian	Lack	1		6					5	10		3						25
Robert	Holden							8			4		10					22
John	Early	3								2	9	5	3					22
David	Haizelden		9					8					4					21
Adrian	Tucker-Peake			8					5			8						21
Brian	Hampson							7	8			5						20
Andrew	Rippon		2								10		8					20
Roger	Teagle		6	2		5							7					20
David	Middleditch	5					8		1	1		3						18
Karen	Warren	8							8									16
Simon	Oates	3							5	3		5						16
Simon	Groves		8			7												15
Nick	Deacon						9	5										14
James	Shallcross							10			3		1					14
Keith	Sanders					1		8					5					14
Mark	Hobbs			5			8											13
Tim	Hellings					4							9					13
Nicola	Butcher	8							5									13
Mike	Wills	8							5									13
David	Sargeant				4							8						12
Henry	Hoggart								5		2	5						12
Steve	Hill	1						3	5			3						12
Sam	Holmes			4	6													10
Jon	Moore	5							5									10
Aaron	Haizelden							9										9
Ryan	Eamer		4						5									9
Andrew	Martin					8												8
Stuart	Highwood	8																8
Simon	Woodall			8														8
Paul	Watson				8													8
Gary	Browning				8													8
Calvin	Moore								8									8
John	Ramsden									8								8
John	Bell									8								8
Simon	Willey											8						8
John	Charles											8						8
Michael	Leete											8						8
Abbie	Jeffery											8						8
Charlie	Merson											8						8
Paul	Jones	3										5						8
David	Golightly			7														7
Ray	Ferguson					6												6
Roger	Ashby	5																5
David	Turner											5						5
Nigel	Dell	3							1									4
Ben	Ballardie	3																3
Dan	Staines							2										2
Stuart	Holton	1							1									2
David	Foresheew		1															1
Philip	Aubrey								1									1

Crackington Table 2025 up to Camel Classic

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March hare	Torbay	Lands End	Yorkshire Dales	T&T	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Karen	Warren	8.0	9.3	10.6	11.0	9.6	9.5	10.4	8.0	10.5	8.4	R	9.5	10.6	10.5	R	7.4	92.2	133.3	14
John	Early	3.0		10.7	7.0	9.4			R	9.9	10.5	5.0	10.7	R	10.7	8.0	11.0	87.9	95.9	11
Jack	Selw ood	5.0				9.4		10.5	8.0		9.2	8.0	9.6	5.0	10.6	10.0	10.0	85.3	95.3	11
Ray	Ferguson			6.7	8.0	10.4		9.6		4.9	8.5		7.7	9.0	9.7	9.0	8.0	79.9	91.5	11
Paul	Merson	5.0	2.0	10.0	9.0	10.0	9.8	7.0	5.0	5.8	7.9		5.0		8.0	11.0	6.0	78.7	101.5	14
David	Hazelden		10.0		10.1	9.3		8.0			10.2		9.0		7.0	10.3			73.9	8
Paul	Jones	3.0		8.6	6.0	6.6	7.5	7.4	R	9.5	7.4	5.0	6.5	8.6	7.5	6.9		70.0	90.5	13
Brian	Hampson					10.3		10.6	8.0			5.0	9.5		10.6	10.5			64.5	7
Richard	Hayward	8.0			10.7		10.5		5.0			8.0		R		10.4	9.6		62.2	7
James	Shallcross		10.1					10.4			10.2		10.2		10.1		10.2		61.2	6
Duncan	Stephens		11.0			11.0	8.8	9.0					10.0				11.0		60.8	6
Julian	Lack	1.0		9.0				8.0	5.0	10.8	R	3.0		9.0	R	8.0	1.0	54.8	54.8	9
Simon	Oates	3.0	10.7	9.7					5.0	10.9	5.0						10.0		54.3	7
David	Sargeant			9.2	9.7					8.3		8.0		9.3		8.4			52.9	6
Gregory	Warren		10.4		8.7						7.6		9.3		9.5		6.6		52.1	6
Richard	Kinver	8.0							8.0		10.7	5.0	10.5		8.6	1.0			51.8	7
Nick	Deacon		10.4		10.7		10.3	9.6			9.7								50.7	5
Ben	Ballardie	3.0			7.7			8.3			6.6		8.3		8.5		7.6		50.0	7
Andrew	Rippon			10.3		10.6					10.4		8.0			10.4			49.7	5
Keth	Sanders					10.3		8.0				10.7		9.4		10.4			48.8	5
Steve	Hill	1.0		8.9		10.1		10.2	5.0			3.0			10.2				48.4	7
Stuart	Highwood	8.0	9.6	9.5								R	R	R	9.2	R	9.7		46.0	5
Keth	Farrance			9.5	8.7		8.3			9.3						8.5			44.3	5
Norton	Selwood		9.3			R		6.5					R		8.0	10.4	9.4		43.6	5
Abbie	Jeffery					4.0						8.0	6.6		8.6	7.4	8.4		43.0	6
Neal	Vile					8.3		8.6			8.7				6.6		10.4		42.6	5
Dean	Partington	5.0		11.0		6.0	6.8	1.0		6.8	R	5.0							41.6	7
Sam	Holmes			10.2	10.7					10.3				10.3					41.5	4
David	Golightly			10.9	8.6					10.3						10.6			40.4	4
Robert	Holden		R		9.7			10.3			9.6		10.3		R	R			39.9	4
Michael	Leete			8.7			7.7			7.9		8.0							39.3	5
Mark	Hobbs			8.0	6.0		10.8			3.8				8.0					36.6	5
Roger	Teagle		7.0	6.0		7.0							11.0			2.0	3.0		36.0	6
Aaron	Hazelden				9.0			9.4				R		9.2		7.7	R		35.3	4
Dan	Staines			7.6		8.5		9.5	9.5		R								35.1	4
Andrew	Martin		3.0			9.0						8.9			3.0		8.0		34.9	6
Henry	Hoggart		7.7					7.6	5.0		9.5	5.0							34.8	5
David	Middleditch	5.0				4.0		8.0		1.0	8.9		3.0			3.0			32.9	7
Roger	Ashby	5.0		6.9								R	10.1		9.2				31.2	4
Jon	Moore	5.0							5.0				6.0		11.0		4.0		31.0	5
Philip	Aubrey					2.0		8.7		1.0				7.0		10.0			28.7	5
Adrian	Tucker-Peake				8.0	R			5.0			8.0		7.6					28.6	4
John	Ramsden		1.0	4.0	4.0	5.0		4.0		8.8						1.0	R		27.8	7
Mike	Wills	8.0			7.0		7.5		5.0	R		R							27.5	4
Alex	Gray				7.0									11.0			9.0		27.0	3
Nicola	Butcher	8.0				R										10.9			23.9	3
Nigel	Dell	3.0	5.7		1.0	7.4		5.6	1.0										23.7	6
Tim	Hellings					10.4							10.6		R				21.0	2
Simon	Groves		8.0				8.0										5.0		21.0	3
Philip	Thomas										9.9		4.0		6.0		1.0		20.9	4
John	Cavendish				9.7											9.5			19.2	2
David	Foresheew		4.0		R										2.0	6.0	7.0		19.0	4
David	Turner							R				5.0	6.5				7.4		18.9	3
Stewart	Green		1.0			1.0					5.9		2.0	2.0	5.0		1.0		17.9	7
Charlie	Merson											8.0			9.0				17.0	2
Gary	Browning					8.0										9.0			17.0	2
Stuart	Holton	1.0	1.0	1.0	2.0		4.8	1.0	1.0						4.0	1.0		16.8	16.8	9
Simon	Willey		R					R				8.0	R		8.4				16.4	2
Ryan	Eamer			5.0		5.0			5.0										15.0	3
Paul	Watson			5.6		8.0													13.6	2
John	Charles									3.9		8.0				R			11.9	2
David	Slade													10.1					10.1	1
Charles	Knifton				5.0						4.8								9.8	2
Bob	Tozer					R		8.5											8.5	1
Claire	Tonkin																8.4		8.4	1
Thomas	Jones					8.0													8.0	1
Simon	Woodall			8.0															8.0	1
Calvin	Moore		R						8.0								R		8.0	1
John	Bell									8.0									8.0	1
Pete	Hart															8.0			8.0	1
Peter	Jones										R				7.6				7.6	1
Mike	Jones															3.9			3.9	1

Navigators Table 2025 up to Camel Classic

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	CaC	Best 9	Total	Events Scored
Natasha	Early	3.0		10.7	7.0	9.4				9.9	10.5	5.0	10.7		10.7	8.0	11.0	87.9	95.9	11
Alice	Warren Carter	8.0	9.3		11.0	9.6		10.4	8.0				9.5		10.5		7.4	83.7	83.7	9
Emma	Harvey			8.6	6.0	6.6	7.5	7.4			7.4		6.5	8.6	7.5	6.9		67.0	73.0	10
Tilly	Hoggart							10.5			9.2	8.0		5.0	10.6	10.0	10.0		63.3	7
Mike	Greenwood		10.1					10.4			10.2		10.2		10.1		10.2		61.2	6
Dee	Champion		10.0		10.1	9.3					10.2		9.0		7.0				55.6	6
Lorraine	Rippon		10.3			10.6					10.4						10.4		41.7	4
Kieran	Bartlett	5.0		11.0		6.0	6.8			6.8		5.0							40.6	6
Carla	Smith			10.9	8.6											10.6			40.4	4
Zara	Crane									10.5		8.0		10.6	9.0				38.1	4
Ella-Jade	Tozer-Cox		7.6		8.5		9.5	9.5											35.1	4
David	Turner					10.3		10.6							10.6				31.5	3
Stephen	Branfield		7.0			7.0							11.0			2.0	3.0		30.0	5
Tom	Aubrey				2.0		8.7		1.0					7.0		10.0			28.7	5
Jack	Highwood	8.0	9.6	9.5					1.0										28.1	4
Joe	Martin		3.0			9.0					8.9		3.0		3.0				26.9	5
Matthew	Cleave	3.0	5.7		1.0	7.4		5.6	1.0										23.7	6
Ruben	Foresheew		4.0												2.0	6.0	7.0		19.0	4
Melanie	Oliver		1.0								5.9		2.0	2.0	5.0		1.0		16.9	6
Marianne	Holton	1.0	1.0	1.0	2.0		4.8	1.0	1.0						4.0	1.0		16.8	9	
Richard	Gibson	5.0			8.0														13.0	2
Robin	Charles									3.9		8.0							11.9	2
Sid	Middleditch	5.0										3.0				3.0			11.0	3
David	Slade															9.5			9.5	1
Carlie	Hart															8.0			8.0	1
					Dropped scores															

Pouncy League OVERALL 2025 up to Camel Classic

		Exeter	Clee Hills	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Tarka	Exmoor Clouds	Neil Westcott
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FORTHCOMING EVENTS

Pouncy League		Exeter	Clee Hills	Exmoor	March Hare	Torbay	Lands End	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Tarka	Exmoor Clouds	Neil Westcott	CaC	Best 9	Total	Events Scored
John Reeves	10.0	10.8	8.0		10.0	R	9.7	10.8		11.0	11.0	11.0	4.0	10.0	94.3	106.3	11	
Mark Wills	10.0	10.3		10.6		10.0	9.9	10.5	10.0	9.5	9.4			10.3	91.1	100.5	10	
Simon Fillan	10.0	5.8	9.0	9.7	8.0	6.0	5.7		10.0			2.0	1.0		66.2	67.2	10	
Neil O'Connor			11.0		9.0			8.8		8.0	8.0		9.0	9.0		62.8	7	
Phil Sanders	10.0		10.2	10.1	10.1	3.0	10.3		6.0				R			59.7	7	
Derek Walter	10.0		10.7		9.5	3.0		9.5	6.0				1.0			49.7	7	
Mark Bowden			9.5		10.1					10.1	3.0	7.0	1.0	3.0		43.7	7	
Peter Browne	6.0				7.5	3.0			7.4			9.4	8.3			41.6	6	
Neil Browne	10.0				6.5	R			10.4			8.4				35.3	4	
Chris Barham			8.0		8.5							8.0				24.5	3	
Suzanna Prevett	3.0		8.5			3.0						9.4				23.9	4	
Rick Lees	6.0								6.0				9.3			21.3	3	
Kelvin Prevett	10.0		6.0			1.0					1.0					18.0	4	
Andy Beveridge						3.0								8.3		11.3	2	
Richard Maddern					11.0											11.0	1	
Alan Wear													10.3			10.3	1	
Keith Sams							7.8									7.8	1	
Danny Gosling					R	R										0.0	0	
									Dropped scores									
Red Rose Bowl																		
Andy Beveridge	1.0		10.1		10.1			10.1		10.1		10.1	10.3				61.8	7
Richard Maddern			9.4							10.4	10.4	10.3	9.7	10.7			60.9	6
Martin Keswick			7.4		8.3					9.4			6.7	6.7			38.5	5
Geoffrey Westcott			8.4			1.0		R		7.4			R	8.0			24.8	4

Fri 9th/10th Jan	Exeter	MCC	Bonus Round	CAR / MC
Sun 18th Jan	Bodmin Heights	Camel Vale	R1 CAR	CAR / MC
Sun 25th Jan	Qlee Hills	Midland Manor	R2 CAR, R1 MC	CAR / MC
Sun 1st Feb	Cotswold Clouds	Stroud	R3 CAR	CAR
Sun 15th Feb	Exmoor	North Devon	R4 CAR, R2 MC	CAR / MC
Sat 21st Feb	Exmoor Fringe	VSOC		CAR
Sun 22nd Feb	Chairmans	Holsworthy	R5 CAR, R3 MC	CAR / MC
Sun 1st Mar	March Hare	Falcon	R6 CAR, R4 MC	CAR / MC
Sun 1st Mar	Launceston	Launceston		CAR / MC
Sat 7th Mar	Derbyshire	VSOC		CAR
Sun 8th Mar	Presidents	Camel Vale		CAR
Sat 21st Mar	Herefordshire	VSOC		CAR
Sun 22nd Mar	Rosenreg	Stroud		CAR
Fri 3rd/4th Apr	Lands End	MCC	Bonus Round	CAR / MC
Sat 18th Apr	Scottish	VSOC		CAR
Sat 18th Apr	ACTC Awards Dinner			
Sun 19th Apr	Torbay	Torbay	R7 CAR, R5 MC	CAR / MC
Tue 21st Apr	ACTC Meeting			
Sun 26th Apr	Bovey Down	Windwhistle		CAR
Sun 26th Apr	Wessex	VSOC		CAR
Sun 10th May	Yorkshire Dales	Ilkley & District	R8 CAR, R6 MC	CAR / MC
Sun 5th Jul	Testing	MCC		CAR / MC
Tue 25th Aug	ACTC AGM			
Sun 13th Sep	Taw & Torridge	Holsworthy	R9 CAR, R7 MC	CAR / MC
Sat 26th Sep	Edinburgh	MCC	Bonus Round	CAR / MC
Sun 4th Oct	Kyrle	Ross and District	R10 CAR	CAR
Sat 10th/11th Oct	Welsh	VSOC		CAR
Sun 11th Oct	Tamar	Launceston	R11 CAR, R8 MC	CAR / MC
Sun 25th Oct	Mechanics	Stroud	R12 CAR	CAR
Sun 25th Oct	Tarka	North Devon	R9 MC	MC
Sun 1st Nov	Exmoor Clouds	Minehead	R13 CAR, R10 MC	CAR / MC
Sat 7th Nov	Lakeland	VSOC		CAR
Sat 14th Nov	Cotswold	VSOC		CAR
Sun 29th Nov	Allen	Bristol	R14 CAR	CAR
Sun 29th Nov	Neil Westcott	Exmoor	R11 MC	MC
Sun 6th Dec	Camel Classic	Camel Vale	R15 CAR, R12 MC	CAR / MC