



RESTART

*The Quarterly Bulletin of
the Classic Trials World*

The official newsletter
of the
Association of
Classic Trials Clubs

Volume No: 37

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2026 EVENTS

Cover photographs :

2025 ACTC Champions

John Reeves, Pouncy League *(photo by Vince Feeney)*

Karen Warren, Crackington League *(photo by Vince Feeney)*

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

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	Event	Club	Cars Champ	ACTC Invite	Car/Bike Class 0?	Pouncy	Red Rose
Sat 10 Jan	Exeter	MCC	Bonus Round	No	Yes-Both	Bonus	Bonus
Sun 18 Jan	Bodmin Heights	Camel Vale	Round 1	Yes	No		
Sun 25 Jan	Clee Hills	MMMC	Round 2	Yes	Yes-Cars	Round 1	Round 1
Sun 1 Feb	Cotswold Clouds	Stroud	Round 3	Yes	No		
Sun 15 Feb	Exmoor	North Devon	Round 4	Yes	No	Round 2	Round 2
Sat 21 Feb	Exmoor Fringe	VSCC					
Sun 22 Feb	Chairmans	Holsworthy	Round 5	Yes	No	Round 3	Round 3
Sun 1 March	March Hare	Falcon	Round 6	Yes	Yes	Round 4	Round 4
Sun 1 March	Launceston	L&NMC		Yes	No		
Sat 7 March	Derbyshire	VSCC					
Sun 8 March	Presidents	Camel Vale		Yes	No		
Sat 21 March	Herefordshire	VSCC					
Sun 22 March	Herefordshire	VSCC					
Sun 22 March	Rosenreg	Stroud		Yes	No		
Fri 3 April	Lands End	MCC	Bonus	No	Yes-Both	Bonus	Bonus
Sat 4 April	Lands End						
Sat 18 April	Scottish	VSCC					
Sat 18 April	Awards Evening						
Sun 19 April	Torbay	Torbay	Round 7	Yes	No	Round 5	Round 5
Tues 21 April	ACTC Meeting						
Sun 26 April	Wessex	VSCC					
Sun 26 April	Bovey Down	Windwhistle		Yes	No		
Sun 10 May	Yorkshire Dales	Ilkley	Round 8	Yes	Yes Both	Round 6	Round 6
Sun 5 July	Testing Trial	MCC					
Sun 12 July							
Tues 25 Aug	ACTC AGM						
Sun 13 Sept	Taw & Torridge	Holsworthy	Round 9	Yes	No	Round 7	Round 7
Sun 27 Sept	Kyrle	Ross & District	Round 10	Yes	No		
Sat 3 Oct	Edinburgh	MCC	Bonus	No	Yes-Both	Bonus	Bonus
Sat 10 Oct	Welsh	VSCC					
Sun 11 Oct	Welsh	VSCC					
Sun 11 Oct	Tamar	L&NMC	Round 11	Yes	No	Round 8	Round 8
Sat 24 Oct	Cotswold	VSCC					
Sun 25 Oct	Mechanics	Stroud	Round 12	Yes	No		
Sun 1 Nov	Exmoor Clouds	Minehead	Round 13	Yes	No	Round 9	Round 9
Sat 7 Nov	Lakeland	VSCC					
Sun 15 Nov	Tarka	North Devon		Yes	No	Round 10	Round 10
Sun 29 Nov	Allen	BMC&LCC	Round 14	Yes	No		
Sun 29 Nov	Neil Westcott	Exmoor		Yes	Yes-Bikes	Round 11	Round 11
Sun 6 Dec	Camel Classic	Camel Vale	Round 15	Yes	No	Round 12	Round 12

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Rights of Way Officer:	Andrew Brown
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Full Page	4 Issues £100

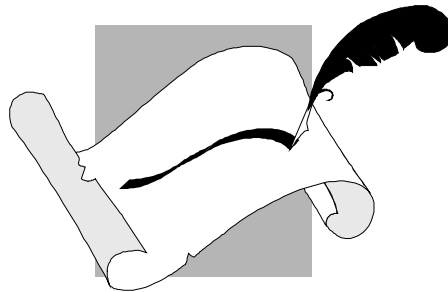
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FINAL COPY DATE

FOR

NEXT ISSUE :

29th October

EDITORIAL

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I would like to start this editorial with many thanks to Andy Beveridge for being our Motorcycle Co-Ordinator for the past few years and for his contributions to Restart. I would also like very much to welcome out new MC Co-Ordinator, Simon Fillan. I know from the interesting articles he has provided to this magazine over the years that you will enjoy his musings and that they will be knowledgeable.

I do have a photo of him ready for his column, but there was no room for it this time.

Many thanks as usual to all the contributors to this issue. Please keep them coming.... You don't have to wait for me to contact you.....!

I hope you are enjoying the hot and sunny weather—not trials weather of course , but there's plenty of time for rain before the autumn!

Hope you enjoy your summer.

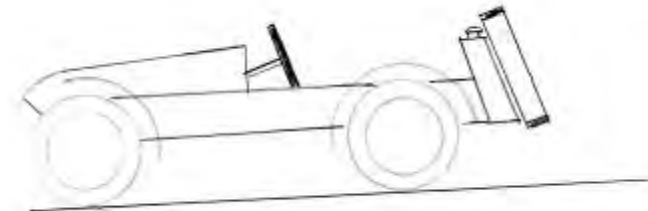
Best wishes,

Pat

PS

It is great to see the Under 16s competing (see page 25)

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CHAIRMAN'S CHAT

After a very wet start to the year, we are coming to the halfway whilst entering a heatwave.

10 events down and the leading contenders are now dropping scores !!!

The Selwood's are leading the way in the Wheelspin and Crackington championships whilst the Hoggers are having a sibling rivalry in the Navigators, my money is on Tilley.

The ACTC dinner was a great success with Mike Jones compèring the evening and putting on a high value prize quiz. Torbay trial was well received with class 4 taken the honours, next year scoring relief for class 8

Looking forward to the resumption of the 2nd half of the year with the Taw Torridge kicking events off followed by the returning Kyrle, details to follow

We've had our ACTC monthly meeting when a proposal was put forward by Paul Brooks and Nick Farmer for taking the Bovey trial out onto the roads which was well received.

The new class 8 rules will come into force with class 8s starting with plus 18 points on all trials.

See you on the hills.

Dave H ...



(Photo by Dawn Bewes)

Sect's Spin

As we approach the summer recess it's good to see that our events continue to be well subscribed.

Thank you to those who gave some feedback on the Torbay Trial, there were a few things we didn't get right, and we already have some plans forming for next year's event.

The online ACTC Feedback process is of great value to Trial Organisers however only a small percentage of Competitors seem able to spend the 5 minutes required to complete them. Getting more people to provide feedback gives the organisers a more balanced view and helps Clerks of Course to make improvements which benefits everyone.

The ACTC Awards evening was well attended, and the brightly polished silverware duly despatched to the various winners.

There have been a few changes on ACTC Committee with Simon Fillan taking on the role of Motorcycle Co-ordinator from Andy Beveridge, and Chris Barham stepping down as Scrutineering Officer.

I'd like to personally thank Andy and Chris for their services over the recent years and the improvements they've made during their time.

Just a reminder to anyone interested in getting involved that we have Vacancies for a Scrutineering Officer (co-ordination role) and Awards Evening person or team.

That's about it for now, the Scimitar has been packed away in the garage for a summer break and by the time autumn arrives it'll be the usual panic of fixing those little jobs that I've forgotten about!

Keep those wheels spinning

Keith Sanders
ACTC Secretary



(Photo by Peter Browne)

Bike Bits & Stuff

Thanks for Andy Beveridge's effort and hand over in his role as motorcycle co-ordinator, a position I have now taken

Below is a brief history of myself. My first Long Distance motorcycle trial was back in 1980, a Tamar Trial. Over the Subsequent 45 or so years, when the money and time was there, I have ridden long distance trials, Enduros, one day Trials and Green laned. During the last 4 years or more, I have ridden most of the ACTC events, including the MCC events, and other long distance motorcycle events.

After retiring 7 months ago, I have been doing more off-road riding than I have ever done and have managed in the last year to clock 4000 miles on my Beta Xtrainer. I have been involved in the 10 Tors Long distance trail since its inception in the mid-1980s to the present day. I am on the Committee of my local off road motorcycle club the West of England Motorcycle Club, which is putting on a round of the ACU Trail Bike LDT Championships, the Moor to Sea trial in October, I am involved in the organising team for the trial.

So far this year the ACTC events in January and February have been very wet and muddy, to very dry in May for the Ilkley Yorkshire Dales Classic Trial. In January's Clee Hill trial we had the great result of Richard and Tegen Maddern, on their sidecar being the best overall bike in the trial; for the solos just getting to some of the sections was difficult enough in the cloying mud, let alone staying feet up in the sections. For contrast the Ilkley Yorkshire Dales Classic Trial in May was very dry and the Challenge was going the correct side of the ski poles in the bright sun and remembering to ride slow enough to

read the A4 size instructions in the sections, telling you which deviation, or which exit gate to use; 3 sidecars entered, which was much better than the zero entries the year before.

For ACTC trials in the early part of the year there have been more entrants riding bigger Adventure bikes. In the Clee hill Trial, 8 Royal Enfield Himalayans were ridden and 8 large Adventure bikes in the Holsworthy Chairmans Trial, which must have been interesting for the riders, in the wet and muddy conditions of both trials.

As the motorcycle coordinator, I proposed adding a class for adventure bikes into the ACTC rules and regulations and also amending the tyre regulations to accommodate the less aggressive Adventure bike tyres. This was rejected by the ACTC committee, on the grounds of putting a strain on the Observers when a big bike has to be extracted from a section, which is pragmatic as most Observers are not that young and it is difficult to find Observers. At present it is up to individual trial organisers, if they let bigger Adventure bikes ride in their events.

We now have a nice break to the next ACTC trial in September, enabling me to refurbish my Beta Xtrainer which has clocked up over 9000 miles, and escape into Europe for 3 weeks on my big Trail bike.

**Cheers,
Simon Fillan
Motorcycle Co-Ordinator**

SLIPPERY DAY OUT ON THE CLEE by Simon Fillan

The Clee Hills Trial is one of my favourite trials in the ACTC Calander, as it takes place in the middle of winter the right time of the year, for an off-road event. The trial comprises nice long sections on clay which when wet is nice and slippery, great fun. I drove up from Newton Abbot on the Saturday night and kipped in my van, the night wasn't too cold, after a decent breakfast in The Squirrel start/finish pub. I was ready for the trial.

I rode around with Will Clack, also up from Devon, who cheated by staying in the Travelodge on the Saturday night, Mark Wills from Leicester and George Goodwin from Cambridge. We set off on the 14 or so miles to the first section, stopping to see if Phil Sanders was ok, as he was stopped with a flat rear tyre, the bladder in his Tubeless system had failed, not sortable by the roadside. At least we were not cold as the temperature was not too bad for January, with some light rain during the day

The first section Harton Wood, comprised an easy stony climbing lane with a few rocks. A nice warm up section and we all cleared it. After a short 3-mile ride we arrived at Coats Special Test. The test involved starting astride line A, going clockwise around the back of the left had cone forming line B and stopping astride line C. The test was on wet concrete, not ideal. We then rode ½ mile along the old railway track to section 3 Coats Wood. A lovely long section, starting on the flat through some muddy ruts, with a left hand turn then up the side of a climbing field and out through a gate into the next field. The section let me get my bike up into 3rd gear remembering to slow down, to go through the gate, a nice blast. We all cleared the section.

During the 3.5-mile ride to the next set of sections at Easthope Wood, George's rear tyre deflated, he tried puncture repair foam to no effect, so the four of us changed the rear tube, this put us towards the end of the bike entrants, which meant we scored higher points during the rest of the day. We reached Easthope 1 section 5, the section was a steep climb up a slippery clay track with 2 big ruts. The early bikes had the advantage here, as the centre of the track was now badly cut up. I started in 2nd gear and tried to stay in the centre of the track, ending up in the left-hand rut losing traction, for 6 points, Will got 9, George 6 and Mark 5.

After a short ride around the wood, we got to Majors Leap section 6, the section was a climb up a steep rutted clay track, this section is never easy and today, it was very difficult, also the centre of the track was getting cut up. I tried 2nd gear up the centre of the track, scoring 5 points after spinning to a stop, not great. George scored 5, Mark on his 4-stroke scored 3 and Will 6. George Will and I on 2 stroke bikes were at a slight disadvantage in the slippery clay as a 4 stroke can find grip when a 2 stroke will struggle.

Out of Easthope wood for the 4.5-mile ride along and over Wenlock edge into another wood, brought us to Harley Bank 1 section 7a. The section comprised climbing a long muddy track turning right levelling off then a sharp left-hand turn, up a very steep track. Another section where being one of the early riders was an advantage. I ended up scoring 6 after getting around the sharp left-hand bend in 2nd gear and losing grip up the bank, more momentum needed around the bend. Will, George and Mark scored 7, only slightly getting up the short bank after the sharp left-hand bend.

On the 8-mile ride across to section 8 Meadowley Wood, we stopped to refuel

ourselves and the bikes. Meadowley Wood is always a tricky section, a long climbing heavily rutted track, which retains moisture, in a wood, on unforgiving clay with a few tree roots thrown in. The marshals just to make things more difficult, had decided to change the marking to enable footing before marker 6 not result in failure, I interpreted this the other way around, ending up keeping my feet up to the 6-marker footing and then footing, keeping moving to the end of the section for a score of 6. Both Mark and George did well to score 4, and Will scored 6

We then had a 10-mile ride through the lanes to reach the 3 sections at Hillside. Trying to remember the sections they blur together, as even getting to the sections wasn't easy in the sea of mud. Hillside 1 and 2, were short sharp very muddy climbs with turns, lovely sections. I scored 12 on both sections, as I footed straight away then rode the sections Enduro style sat right at the back of the seat using my feet revving out in 2nd gear to get grip, great fun. The others didn't do much better George getting a 11 and 12, Mark 11 and 10, and Will 12 and 12. I have no recollection of Hillside 3, George and I scored 0, with Mark and Will on 6.

We then had the short 2-mile ride to Abdon Liberty, section 12. This is normally a straightforward section, not today as it comprised a rising track around a left bend with some rock slabs then onto a grass track, extremely slippery. I didn't get enough speed around the left bend and scored 11, George 10, Mark 11 and Will 12. After a 2-mile ride through the small lanes we reached Oak Dingle section 13. For Solos this section is more of a one day trial type of section. The section started on the flat through a boggy rutted area, up a steep bank, a left turn then a sharp off camber climbing right hand turn, along a single track then a sharp left turn then down a bank. All 4 of us did

the same getting to the off camber right hand turn before losing traction for a score of 9, the early riders had chewed up the surface of the section. We were then faced with the tedious 27-mile ride on main roads to reach the final two sections, passing the start/finish. George got his second rear tyre puncture of the day, which delayed us more, the team quickly put another tube in, much quicker than the morning's practice run. Section 14 and 15 were located in the same woodland, talking to the observers if we had been 30 minutes later, the sections would have been shut. High Cullis Section 14 was a nice easy section, a climbing twisting stoney track. We all cleaned it apart from George who scored 7.

Section 15 the Goggin, another straightforward section, comprising a start on the flat on a muddy woodland track, followed by a right turn then a steep climb, crossing the end of High Cullis section, then a short flat part over some grass mounds. We all cleared this section. We then had the 9-mile ride through Ludlow back to the Start/Finish. After changing, loading my bike up and booking into the Travelodge next to The Squirrel, it was beer time. George was staying in his van in the Squirrel car park, so we ended up having a good session, Will and Claire (Will's partner) joined us for an hour or so. Not what I had planned to do, my plan was to have a couple of pints, have a little sleep, walk around Ludlow and get some food. I left the pub at about 10pm, A bit drunk, when I got to the Travelodge next door, the bed defeated me, as I ended up sleeping on top of the sheets. I had difficulty working the light switches and I thought the bed had not been made up. The event was very enjoyable especially the very slippery, muddy sections. A big thanks to the organisers and marshals.

COTSWOLD CLOUDS TRIAL 2026 by Simon Lewis (Class 90)

This year's route went off in a different direction from the start, heading north towards Standish for a new section to kick things off. From there it ran 'backwards' compared to previous years with the signature hills, The Ladder and Crooked Mustard at the end of the afternoon, potentially in the dark for later runner. Would that bring chaos?

OS1 RODDY'S was nice long traditional lane, in fact so long we were being set off at 2-minute intervals and the delay that caused was quite lengthy, even if almost everyone got to the top without a problem, although it would be trickier with a restart on the very rocky and lumpy finish line. Next year I suspect we might see that in place.

From there we went out through Stroud and past the Tesco where we have had a lunch stop in the past and to nearby OS2 BRYANS, in the woods behind the farm shop. The start was different to previous years that I've done the Clouds, hooking left off the start. Once up over the initial greasy bank we gunned it, letting the ruts do the steering and dancing on and off the throttle to find a bit of traction. It worked and we went clean.

The following section, OS3 WICKED JUNIPER always seems quite similar in character also winding through stout trees in deep ruts which again you have to trust, even as you head for a large trunk! We just ran out of grip towards the top but got a fairly decent 3, although it later transpired that our main class rival Richard Kinver had cleaned this one, which set the pattern for the day.

Richard was finding grip where we weren't and pulled steadily ahead all day. A case in point was the next section, OS4 BULLS CROSS which ran as a pass-or-fail hill with a restart. He passed and we failed. The car moved not half an inch on the very rocky restart. Success was a matter of where to place your wheels and hoping one of them wasn't right up against a step. In our case it was...

Through Slad and past the Woolpack of Laurie Lee fame, up the windy hill to OS5 MERVES SWERVE where my passenger Ian Beale had friends spectating. No pressure then... We thumped up over the roots and got to the top right-hand corner before running out of puff. I was over the 5 line, (so I assumed scored 4) but we were given a 5 as we had 'hit a marker post'.

OS6 CLIMPERWELL 2 was some way off and through a lot of small lanes. This was a new one to me and straight up a steep bank. We got absolutely nowhere! An 11 out of 12... Back to the holding area and bit of food and a cup of coffee as OS7 CLIMPERWELL 1 was causing a few tailbacks. I like this section, it's different to any other I can recall with hardly any degree of incline for most of it's not inconsiderable length, but some savage ruts you can fall into and bog down. Things were going well and just as we passed the 2-marker, with a full head of steam, the throttle pedal went to the floor while the engine lapsed into tick over, the throttle cable adjuster had vibrated loose, and the cable had simply fallen out of place. It was a five second fix but cost us a point... or so we thought.

At this time things went off book. The route ahead was suddenly backed up with traffic and Hannah Ferguson came back down the line to tell us there was complete roadblock up ahead and we may as well turn round and try and rejoin the route from a different

direction. This all led to both of the Climperwell sections being cancelled as everyone heading towards them was getting snarled up in the traffic that suddenly clogged all the lanes. So, our combined 12 points disappeared. Ian got a bead on the next hill and thankfully knew some of these roads anyway so while I was sure the event would be cancelled, he got us to OS8 BULL BANKS quick enough that the marshals there said there hadn't really been a noticeable gap in proceedings. This section is very rocky early on but otherwise didn't present much difficulty and we got away from the restart easily enough.

From there it was out past the airfield and down the steep hill towards Chalford, turning into the woods for OS9 JERRY'S, which is satisfyingly complicated with a drop down into a lane and a final run up over tree roots to the top. I like this one and we had a good crack at it, getting a 1. But I made a mess of the following special test and over-ran the B line that I should have straddled...the brake pedal is a bit softer than it used to be. I should have just taken it more steadily. We weren't actually sure about this until the results came out but luckily it made no difference to our overall result.

We had a bit of a queue for the next two sections, OS10 RICK'S REVENGE seemed to be stopping almost everyone at the same point whether they were doing a restart or not while the last section in these woods, OS11 RYAN'S REVOLUTION was next to impossible - for mere mortals at any rate. The huge climb up through the trees from the bottom road was producing a rash of high scores in everything but classes 7 and 8, even then only a handful of those cleaned it and the next best scores were around 6. Anyone not in a 7 or 8 was getting bogged down on the slick clay at 10 or 11!

Out of the woods, through Chalford and left, up to Rodborough Common in the opposite direction to normal. After the holding area, we went on out to the start of OS12 HAM HILL, far below in the valley. It was much, much lumpier than I remember it and we bounced into the tricky ess bend in the middle where our restart was located (on top of the left-hand bend) and I confess I was starting to doubt we'd get up this little bit. By the wheel tracks it looked like a lot of people had struggled, but we did and easily got off the restart. The difficulty was AFTER the finish...it was a mud bath, and it took two goes and several people pushing to go the final 5 feet off the grass.

We did the following, rather tricky special test quite slowly, as it was easy to make a mess of and then headed down to OS13 NAILSWORTH LADDER. I don't have a great track record here for a multitude of reasons (even as a passenger) but this time it was successfully cleaned. Not many spectators on the hill by this time of day and the weather was now looking ominous as the light started to fade. Around this time the intermittent misfire that afflicted us on the last bit of the Clee Hills, returned. On a healthy dose of throttle the engine runs fine but under 2000rpm on a road section it was hiccupping more and more as the event wore on.

By the time we got to OS14 CROOKED MUSTARD it was starting to rain but the delays on the route had dispersed the usual holding area queue, and we were sent straight up to the start. Now it was raining quite seriously, and I wished I had packed a better jacket, as I was getting soaked letting the tyres down. This led to the windows steaming up and after climbing to more or less the same spot I reach every year, about 6, the reverse back down went a bit haywire as I couldn't see much in the gloom through the back window.

One section remained, OS15 BIG PICTS which was in a field off the main road down into Frocester and by now a proper mud bath. Memories of this one are hazy and involve a lot of wheelspin and slithering about in the deepening gloom. I felt rather sorry for the marshals on a very exposed hillside. Great effort by all concerned. There was a fairly short run up the A38 and back to Fromebridge Mill for signing off. No punctures, no damage! Not a bad result.

How did we do? Well, we were nowhere near Richard Kinver, but at the time of

writing we look to have secured 2nd in class (of 8). Both Ian and I really enjoyed the day. It was tough and threw up the unexpected. There were some really great, substantial sections, a lot of laughs on the way round and the ad hoc re-route had actually added something to the day. Extra jeopardy? Maybe. It felt like a job well done in any case and the back-to-front route seemed to work very well.

A great day's trialling.

A WET DAY IN DURSLEY (A MARSHAL'S STORY) – by Andrew Brown

“Iconic” – what an over-used and abused word that has become, now applied to everything from mediocre TV programmes of the distant past to some very ordinary tourist locations revered by the Instagram generation. In the trialling world, however, there are some observed sections which truly deserve their iconic status and Crooked Mustard, on the outskirts of Dursley, Gloucestershire, is one of them. Most trials have one section that stands head-and-shoulders above the others in importance; it may not be the most difficult, it may not attract the most spectators, but it's the one that everyone wants to be able to say that they've climbed. These are the truly iconic hills: think Simms on the Exeter, Bluehills on the Lands' End, Litton Slack on the Edinburgh, and ... Crooked Mustard on the Cotswold Clouds. Ask a dozen trials drivers to name the Top Five sections in current use and I'll bet you'll get a dozen different answers, but I'll also bet that almost every list will include Crooked Mustard.

The earliest recorded use of Crooked Mustard as a trials section was in December 1937 when it was included, named Breakheart (after the name of the hill on which it is situated), on the route of the North West London Motor Club's Gloucester Trial, one of the major Pre-war trials and ranking in importance alongside the MCC trials of the time. It also appeared on the route of the MGCC's Abingdon Trial in May 1938 but was abandoned on the day, presumably due to the number of failures.

It's next recorded on the route of the Bristol Motorcycle and Light Car Club's Fedden Trial in 1948, the route being two laps of a 30-mile circuit including the same five hills on each lap. Breakheart was omitted on the second lap, implying that it had caused too much delay on the first. It was also on the route of the 1949, 1950, and 1952 Fedden Trials, when it was obviously slightly less of 'stopper' with a handful of competitors going clean each year. It was first used on the Cotswold Clouds in 1979 and has been on the route of the Clouds for every year ever since.

In 1950, *Autocar* noted one bystander as saying, "It's not really Break'heart, o'course, only they moty blokes call it that – we know it's Crooked Mustard". The name will be obvious to anyone

who's seen the section; a short straight from the start line leads to a series of tight bends – right, left, right, left – and mustard refers to the colour of the Cotswold clay inevitably churned-up by the spinning wheels. It's also steep with, crucially, a significant rock step across the upper right-hander. The better Class 8 cars can take any one of several lines and use their power and grip to climb over the step.

But, for most mortals, the accepted approach is plenty of speed through the first right-hander, a wall-of-death around the first left-hander, then aim high-and-left to avoid the worst of the step on the second right-hander and keep the power on for the final corner and the exit. If you're successful, it's over in a flash and you wonder what all the fuss was about. If you fail, and most do, you generally think you know what you did wrong and vow to do better next year.

As regular competitors will know, I've marshalled the Hold Control before Crooked Mustard for the last few years. I don't get to see the action, but I'm getting a bit too old to manhandle the failures on the hill and being at the Hold Control always used to give me time for a decent chat with those waiting to attempt the hill. But not this year! Crooked Mustard had been an early section on the Clouds for as long as anyone can remember (since 1981 actually) and long delays there had become an accepted fact-of-Clouds-life.

For 2026, Clerk-of-the-Course Paul Watson had decided on a radical rethink of the route, making Crooked Mustard the penultimate section. But, when I asked what time the team wanted me to arrive, I was a little concerned with the reply that "We haven't worked out the timing yet, but we're driving the route tomorrow". So, when presented with a draft route card based on the instructions created from

that drive, out came the Memory Map program to plot the route, and an Excel file to calculate the timings. This is just one of those behind-the-scenes tasks that competitors may not realise actually happens. Working out the timings for established routes that change little from year to year is easy; just look at the actual times over recent events and make any desirable adjustments.

But for a completely new route you need a formula and, over the years, I've developed one based on an amalgam of the systems used by Simon Woodall for the Cleve Hills and Pete Hart for the Allen. It's not perfect, but you have to start somewhere, and my system has been proven on the few events for which it's been used. It can't cope with the totally unexpected (of which much more later) but it's a good enough starting point when there's no previous experience of a particular route.

So ... the calculated time for the first arrival at Crooked Mustard was 12.50pm, but Paul and his team decided to open the hill at 12.20 to take advantage of any front runners arriving early. The course opener was scheduled to run about an hour ahead of the first car, so I was asked to turn-up by 11.20 but, just to be on the safe side, I arrived spot-on 11.00 and was relieved to find that there were no cars parked in the holding area.

Sandie Tozer arrived with signing-on sheets and radios, and we were all ready to go, with radio communication working well, by 12.20. I can't remember the time that the first car arrived, but it was not long after 12.20, so justifying the early start. But then we waited, and we waited ...

The lovely lady who lives in the house at the bottom of Nunnery Lane came out and asked if I wanted a cup of coffee but, by that time, I was on the

second cup from my own flask, and the first lunchtime sandwiches had been eaten. A few more cars came-and-went, with very long gaps between each one, so no need for any 'holding' and no time for any chatting!

Then news started coming through that, after longer-than-normal delays on some of the early sections, there were now horrendous delays around Climperwell forcing Paul to cancel the section with a number of competitors grid-locked in the minor lanes south of Birdlip.

To cut a long story short ... there had been a fatal accident right on the junction where the B4070 joins the A417 north-east of Birdlip village. With another section of the A417 closed for roadworks, satnav systems were redirecting A417 traffic, in both directions, along the single-track roads through Climperwell, Caudle Green, and Syde, and gridlock was inevitable.

Paul redirected the later cars straight to Bull Banks by an alternative route, Adrian Tucker-Peake took control of the traffic at Caudle Green, and slowly most competitors got back on track, albeit very much behind schedule.

A few unfortunates were stuck in the traffic for so long that they arrived at the next couple of sections behind the (diverted) course closing car (they were subsequently given cleans for the sections they'd missed as the most sensible way to resolve the scores fairly).

It had been planned to close Crooked Mustard at 3.45pm but only around half the field had tackled the hill by then. First Paul arrived, then Pete Hart (the Steward), and both vanished up Twinberrow Lane to assess the situation on the hill itself.

By this time the rain had really set-in, and I was in full wet weather gear and sheltering under a large umbrella. Cars

were arriving so sporadically that there was never a queue of more than four, and no time for any chatting. Indeed, towards the end, I was directing cars straight up to the Start with no need for any 'holding' whatsoever.

Paul and Pete were nervously watching the clock, and the fading daylight, but, in the end, everyone was able to tackle the hill, the last car at around 5.00pm, after which I packed-up and went home to dry out.

The results showed a win, on only the car's third outing, for Tom Jones in the Lotus Twin Cam-engined Troll (AM002) which Tom has created for Peter Ashford. For those unaware of Troll history, read on ... When Troll T6e/15 was damaged in an accident (in 1993?), Arch Motors were commissioned to build a replacement chassis to be used as the basis for T6g/18 (completed 1995/96?).

Arch Motors were subsequently commissioned to build a further five chassis which eventually came, in various stages of completion, into the ownership of Mark Milne and Chris Hodgson in 2006. All five chassis have been sold on over the years and AM002 is the first to emerge as a completed car.

Tom Jones has done an absolutely magnificent job in creating a totally genuine new Troll, with a minimum of non-period components, although Peter James may be raising-an-eyebrow from the grave about the Lotus engine replacing the Ford Kent Crossflow to which he was passionately devoted.

2026 Exmoor Trial and 80 Years of North Devon Motor Club by Suzie Prevett

05:00 AM — The Rude Awakening

The alarm screamed at 5:00 AM (I am not a morning person!). By 6:15, we were kitted up and raring to go, or at least as "ready" as one can be before the sun exists. My little four-stroke Scorpa TY125 took its usual few minutes to warm through; its quiet thrum meant I didn't have to worry about waking the neighbours. Kelvin, however, held off on firing up the Beta X-Trainer until the very last second. A two-stroke bark is a slightly different kettle of fish in a quiet neighbourhood!

The 40-minute ride to the start was a wet, chilly trek through the darkness. Thankfully, the first grey light of dawn began to bleed through the clouds just as we arrived. Being "keen beans," we were the first on-site, getting through scrutineering in record time before signing on and catching up with fellow LDTer's. No tea for me, though; when the forecast predicts a washout, you have to strategically limit the necessity for "wild wees!"

The Morning: A False Sense of Security

Porte Farm to Snapper

OS 1 (Porte Farm 1): Usually, I clean this one, but not this year. I navigated the muddy turn but hesitated, lost momentum looking at the ground, and ended up leaning into the left bank. My leg got caught under the bike, and I gladly accepted assistance, otherwise, I might still be there now!

OS 2 (Porte Farm 2): This went better. I remembered to stop astride the

imaginary restart line rather than looking for a physical box (remove MCC brain). Despite the loose terrain, I pulled off well for an almost clean run. Apparently, I scored one point, so guessing I hit a marker or something?!

OS 3 (Porte Farm 3): I was relieved the steeper motorcycle deviation was removed. Even without it, the section was slippery and bouncy. It wasn't my most graceful effort, but it was a clean.

OS 4 (Loxhore Cott): A lovely long lane with lots of muddy and rocky bits. Another clean! I reckoned doing well on these morning sections was giving me a false sense of security. Meanwhile, Andy realised his Beta Alp had zero rear brakes, hoping for a quick time out for a fix after the next section.

OS 5 (Snapper): This is the one that snapped Mike's hamstring last year. It's a bumpy lane with a 90-degree right-hander. There's a psychological weight to returning to the scene of an injury, but we all cleared it without a hitch. A huge relief to get that one out of the way. Sadly, Andy then had to head back to the van due to the brake failure. Fingers crossed for a fix!

The Stoodleigh Series & Riverton. With OS 6 and 7 cancelled, we moved on to the next cluster:

OS 8 (Stoodleigh Stream): A beautiful ride through a muddy forest trail to the start of the section. While waiting, we chatted with the guys in a Reliant three-wheeler. It looked like absolute fun! It was then my turn on the section. The muddy left hander and drop through the stream went well, and I nailed the muddy corner restart for another clean.

OS 9 (Stoodleigh Splash): Cancelled. The overnight rain made the water too deep and murky to see the rocks at the bottom. A considerate call by Chris, the Clerk of the Course!

OS 10 (Stoodleigh Steep): My record here was 50/50. It was a little squirrely on the first slope, but I executed the higher restart successfully. Kelvin had a moment coming off the restart, pulling a couple of mini-wheelies and a slightly uncontrolled lunge toward the edge, but luckily hit the brakes just in time. Phew!

OS 11 (Clockhay Climb): I amazingly made it up without footing and navigated a cheeky little motorcycle deviation for another "Whoop whoop" clean.

OS 12 (Riverton): A classic Lands End Trial section, but thankfully on the Exmoor trial it's in the daylight! After a steady start I managed to find the right spot on the restart bump and cleaned it.

Morning Total: 7 out of 9 sections cleaned for me. I knew the afternoon would be a different story though... watch this space!

Lunch and the Afternoon Mud Bath

We fuelled up bodies and bikes and hoped to meet Andy, but his Beta Alp required a specialist part; a pivot bolt. While he missed the riding, he did scout out the North Coast Café in Lynmouth. Their scones are now officially on my "cake destination" list! Thanks for the tip Andy!

OS 13 (Holdridge Hell): The afternoon started with a swift fail. No surprise there really. It was incredibly muddy, and I lacked the commitment to get around the right-hand bend. Back down the section it was for me!

OS 14 (Holdridge Hill): More mud, but nothing unexpected for this section really. I gave it some welly, but the back wheel just spun as I got to the deviation. I had to manhandle the bike back down once again. Kelvin and Mike didn't make it that far either. I think we all need more mud practice!

OS 15 (Walscott): This looked totally different this year, with a proper stream running down it and slippery rocks. Unlike last year, I lacked the commitment to get the back wheel over the first high step. I turned around, not that I'd made it far at all. It was probably for the best as I didn't fancy the exit route anyway! Ha ha!

OS 16 (High Bray): While waiting for Mike and Kelvin (Mike made Walscott with just two dabs, whereas Kelvin turned around), the cars kindly waved us past. I nailed the restart for my first clean of the afternoon. Would it be my last?!

The Benwitthen Test: No horses on the lovely run up to the test this year. It was a fun, wet ride to the 'A' line. I put in the effort, but I'm still "Suzie Sloth" for a reason. I won't hold my breath for a competitive time!

The Final Greasy Challenges

OS 17 (Floyds Bank): My first complete failure of this section. I turned left at the top of the first hill and somehow ended up in a bush. I'm not sure what happened, dithering looking at the thick mud most likely, but I certainly didn't impress the spectators at the top! Another manhandling of my bike and back down the section!

OS 18 (Floyds Gully): A muddy track with a tricky, slippery run up to the start.

James Ord-Hume,
Class 5
HRG 1500



Thomas Hunt &
Richard Humphrey,
Class 7
Liege SS



Cotswold Clouds by Kieran Yarwood

On Crooked
Mustard

Oliver & Andrew
Adam, Class 8
Fiat Merlin



My nerves took my oomph away, and I spun out on the first hump. Kelvin and Mike almost cleared it, only failing at the very end, more akin to my last year's effort. Kelvin even managed to splatter the lovely marshals with mud while getting his bike out! Sorry guys! Thanks for smiling for the camera still!!!

the lovely couple in the Mazda (No. 59) helped him out with a proper pump. That managed to get him four out of the eight miles to the finish. We had to stop a couple of times more to re-inflate it, eventually limping back at 10mph for the final stretch.

We made it! We signed off, got our finisher certificates from Derek, and enjoyed a meal at the Old Station House Inn. We chatted with Neil (back to trialling after a long break I believe) and saw the marshals come in one by one over the next hour or so. Seeing them come in looking absolutely frozen reminded us how lucky we were. At least the technicality of the sections (and the frequent bike-lifting) kept us warm!

OS 19 (Cross Lane): A literal lane of mud. I mucked up the left turn after negotiating the start better than expected. Definitely primarily due to lack of skill but also starting to feel the fatigue from manhandling the bike all afternoon. However, still having loads of fun and wearing a big smile!

OS 20 (Beggars Roost): Mike's rear tyre was looking squishy. After a quick pump up, we pushed on. Another classic section, and another good'un. I handled the restart well, opting for the right side on the slippery line, and finished with a clean!

In conclusion: What a fabulous event!

A MASSIVE thank you to Chris Barham and all of the team. Despite the rain, the mud, and my likely high points score (would get the Class B3 Wooden Spoon status if there had been any other competitors in my class!), it was an absolutely brilliant day, with a well thought out variety of sections.

The Finish: The Long Road Home

Mike's tyre was losing air rapidly despite the little bit of added air. It had got him through the last section, and fortunately

Until next year!

Chairman's Trial 2026, by John Ramsden

Unlike last week for the Exmoor the weather and mechanical gods were on our side. Instead of a 4 am Sunday start we had an easy start, staying in our regular B&B Barton Gate. Landlady as always very kind and a good host. We managed a whole trial – without any tractor involvement – first for quite a while

First section was **Sutcombe Hill**, bit of queue and time for a chat for a reasonable section. Everybody seemed to do well and clear it onto the observed test one. Stony ground, adverse camber turn into left and a reverse to then proceed to astride C for finish. Julian Lack did an admirable wheelie with a very slick gear change from reverse to 1st, I imagine a quick time.

A perfect start with rain all night and amazingly the weather cleared, just in time for the start of the trial.

Cross Park and into the theme of the day – Mud - Nice little section drop downhill into the course of the right turning left sticky restart in deep mud 2/3 the way up for class 8 managed to clear it and then had to dig the tyre valves out.

Craig's Climb was cancelled. We saw quite a few people with navigation issues, but we all re-met at Cutcliffe Lane, that shiny stone caught out a good few including us. The marshals had to tolerate quite a lot of smoke from some determined burning off, Paul Merson would have been proud of some of them. However, it didn't seem to add grip.

Golden Park was a treat, for the first time it feels like in months the sun came out for a few moments. **Putshole 1 and 2** tough sections with the obligatory restarts for 7 and 8 at **Linton Fields** – surely it can't get any deeper! A great set of sections for lots of action all seen from one spot, busted with cars the whole time and many successes and semi successes. The sound of roaring Beetles resonated in the woods (not the multi legged type)

We suffered an electrical breakdown just before lunch, half an hour of panicking and pulling the car apart but we managed to find it and resolve caught up with the pack after the second observed test – hunger setting in from having missed lunch.

Sections 9 and 10 cancelled – **Darzel 1 and 2**.

Orchard Rise

Varying results in the few cars we saw. Some driving off. Some burning off. Some just sitting and spinning. Unfortunately, that was the end of Charlie Merson's day with a broken something, in another smoke out.

Chairman's Trial – by Roger Teagle - Fugitive Class 8

It was weekend two of my "four trials in four weekends" run (Exmoor, Holsworthy Chairman's, L&NC Lew Woods and Camel Vale Presidents), so the car (or me) was barely getting a rest!

Mill Track

Steepest climb I think, I recall going backwards with the Marlin and not even getting to start another time. But this time nearly clear like several other 8s. Restart of course.

Leigh Woods

Tough climb to the off centre of track restart. Lots of drivers tried various routes but slid off track or couldn't get off the restart. Very steep. Some wheelie action from the Gruffalo and the Hollandier this time.

Gullijohn

Some terrific climbs. CRM special, The Deere. Hollandier. All great close to the top climbs, the sheep path ruts throwing cars of course, including us. It is as difficult to descend as it is to climb.

New **Not so Rocky**. Not too challenging either, generally all cars clear the marshals said.

Smallbrook

We were the last car to go through, thanks to the electrical problem. Clean run of an incredibly muddy section. Well ploughed up by so many other cars.

End of a great trial, with an oil leak for us but a finish none the less!!

Thanks to all the marshals and organizers for the huge amount of work to provide for a great day's trialing.

We left home for a relatively civilised 7:00am start – a welcome change from the 4:45am departure for Exmoor – heading off through the traditional Cornish drizzle and mist for the trip to Holsworthy. On the way in we joined the convoy of Team Rippon Beetles, which always feels good to know you are going in the right direction!

Given that it had felt like it had been raining for weeks beforehand, we were fully expecting a very wet and challenging day. On arrival we found a space in the car park to unload, checked the car started, and then headed straight for the restaurant for a bacon and egg sarnie – always a crucial first step in any trial!

At signing-on we heard that a few hills had succumbed to the appalling weather, leaving us with 13 sections. No doubt it would still be plenty challenging. Back outside, while getting ready, we spotted the Reliant Rialto 3-wheeler setting off – a fantastic bit of eng3-wheeler and something that never fails to put a smile on your face.

As the first Class 8 car we set off at 09:45, followed by Phil in his Melos. The first few hills were fairly uneventful. At Cutcliffe, we took it steady, remembering that the restart could be tricky. I approached cautiously and stopped "short and right". It felt like a decent place to stop – although you never really know until you try to pull away. Thankfully the car eased away cleanly, which was a relief to get that first restart out of the way.

Next up was Golden Park. I couldn't remember this one, but judging by the long queue of cars it was clearly causing problems. We parked up to watch the entertainment. It's a very interesting hill – a long climb that looked extremely slippery.

The Class 6 Beetles (and Tom Coles in the Fastback) had a lower restart and were putting in some valiant efforts, many of them getting very close to the top... obviously as Beetles do going very gently on the throttle!

Then it was time for Class 8, tyres set at 16psi – not much help from them. We trickled up towards the line trying to move across to the left but slipped back

into the main track. I tried to pull away but nothing happened – a brief puff of tyre smoke later and it was clear we weren't going anywhere - game over. Some of the post-trial videos later showed some heroic attempts from Jack Selwood, Carlie Merson and Jon Moores to get off the line, with Jack managing a very impressive clean.

Getting to the top of the section wasn't the end of the challenge either – we then had to drive across a very boggy field. At one point we had to stop and help push the Fastback out!

After a short run down the road, we reached Putsholes and Linton Field. We had bad memories of this area from a previous trial where we broke down and had to be towed out, so we were hoping for better luck this time.

We queued up and watched the cars tackling Putsholes. Being first up in Class 8 we didn't really know what to expect from the restarts. Carefully easing up to Putshole 1 we managed to get away cleanly, and the same again for Putshole 2 – quite a relief.

Then it was on to Linton Field, where we'd already seen the Beetles firing mud everywhere. The hill was quite cut up, so we decided to pump the tyres up a bit for extra ground clearance.

On the line we chose second gear for the run. Around the corner, foot down... the car kept going, found some grip, and suddenly we were at the top. Success! Three cleans from those hills felt like a very good result.

After a reasonably long road section (Darzel 1 and 2 having been cancelled) we arrived at Orchard Rise. The cars were being held because the area around the hills was extremely boggy. In fact, we had to help push out a local spectator who had managed to get stuck just on the edge of the field!




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EX4 8DP
01392 460055

8.30am - 5pm MON-FRI



Eventually, on the marshal's instructions, we crept down into the muddy area. We'd seen a few cars emerge from Orchard Rise with plenty of revs involved, so the restart looked like it might be tricky.

As the first car we had the honour of giving it a go. Up to the restart... stopped... and then tried to pull away. At first nothing happened. With a few more revs we finally found a bit of traction, creeping forward very slowly. After plenty of bouncing from Steve we finally got moving properly and clawed our way to the top. That one felt like a big win.

Back down into the mud again and on to Mill Track – a Class 8 only section, so once again we were first up. I tried to get away from the line and managed some traction but not enough speed to make real progress, ending up with a 3. Later on, several others improved on that, with David Haizelden taking the best climb with a 1.

Next were Leigh Wood and Guillijohn. Ben Tonkin was busy at the top moving the restart when we arrived. Again, we were first up and not quite sure what to

expect. I reached the restart, applied the handbrake, and it felt like the brakes hadn't engaged – but they had, and we simply slid a long way back. When I tried to pull away the car did move, but I couldn't get it to turn properly. I thought we'd escaped with a 5, but we'd slid back too far, so it went down as a 6.

Guillijohn is always a fun blast from the bottom. We almost made it past the 1 board but just ran out of momentum and finished with a 1.

Then it was on to New (not so) Rocky and finally the last hill. This one had drawn a good crowd and looked spectacular. You drop down into what can only be described as a mud bath, then tackle a sharp climb after the restart before running along another muddy track. A brilliant hill to drive – and plenty of entertainment for the spectators gathered at the finish.

All in all, it was a fabulous day out, we had all weathers, even some sun which was welcome. The event was very well organised, and huge thanks as always go to all the marshals, and everyone involved in setting it up – it's hugely appreciated.

March Hare 2026
 by Simon Lewis Class 90

A capacity entry descended on Honeybourne airfield for the start under clear blue skies and, as usual with this event, there was a very diverse selection of machinery. Everything from what looked like a barn-find Austin A30 and a Bull Nose Morris to a Porsche 924 and a Saab 99 Turbo! I was running my recently restored Suzuki in Class 90. Last year I passengered for Nick Deacon in the same class and we went through the event with a clean score sheet, which was a new experience for me! No pressure then...

Such is the nature of this event with its numerous pass-or-fail sections in the MCC-style, that it's a bit pointless going through each section in turn as we cleaned many of them in a fairly undramatic manner, so I will pick out the tricky bits – like section 2, NEW KINETON, accessed through one surprisingly deep ford quarter of a mile away and another one right on the entry gate which was reckoned to be about a foot deeper than last year. There were a few casualties from one or other of these watery obstacles. The section itself is a right turn then straight up a steep and muddy track to a dead end by someone's garden fence. Simple enough, although very slippery and

steep. We bounced along nicely and ran in the ruts to the last post where the car bounced a little more than normal and caught large boulder just before the driver's side rear wheel. It stopped us dead in our tracks! Luckily, we had passed the section end boards already. There was, however, a big dent in the sill but the initial worry that we had knocked the axle out of alignment proved unfounded. However, the MGF that followed us up hit the same rock and put a dent in the rear wheel rim the size of a side plate. As we were pumping up our tyres, he was busy getting the jack out. We were not the only victims of The Rock, and I understand it will be moved for next year's running.

On the third section, BARTON, we lost 6 points during the restart. We got off it easily but then got the rear wheels properly in the very confined 'box' when doing so – actually I could see then lines from the driving seat! But such is life... and but for that we would have finished in the top 6 overall. Damn!

The route meandered picturesquely round the back of Sudley castle and did a slightly curious special test on GUITING CROSS before reaching POSTLIP LANE which goes up to Cleeve Common Golf Course. That was easy last year but they had a deviation with a restart on a nasty little bank where you then had to turn sharp left to rejoin the track. It looked dodgy but we dug in and cleaned it. Pity the whole section was discounted later due to "Marshal's confusion" ...whatever that means!

By another roundabout route we ended up at FRY'S QUARRY on top of Cleeve Hill and almost overlooking my passenger Ian's house in Prestbury. This is where the trial was decided as these were the shortest sharpest steepest sections, and all subdivided for scoring. The first section, however, was

simply too tight for an X-90. None of us got round the first left hander let alone reached the restart. We just did not have enough lock. It was physically impossible. The second hill was the one I marshalled on a few years ago and it's scarily steep with a totally blind summit over which you have a right-hand corner with a barbed wire fence calling out to you on the outside. I was running 10psi in the tyres and at every section some joker said, "You got a puncture mate" Even Ian Fitzgerald, who owned my car before me said "What HAVE you got in those tyres, Simon?" and looked unconvinced. But we had no tyre issues all day. The remaining two sections here were good fun, and we dropped down towards Cheltenham and a lunch halt somewhere on the other side of Seven Springs. Except by this point the timing had become a little odd...

As in previous years the route split into odd and even numbered competitors and when the two conjoined we went from running among the high 30s to somewhere in the late 60s and mid 70s It looked to me like a lot of people were going the wrong way and missing out some pretty obvious loops in the rather tortuous road section to save time. We did have one or two wrong slots, but no more than a minute was lost but some cars were now clocking in 45 mins ahead of us on time. It made no sense. Ian was using a sat nav route that was provided, and that was going wrong and sending us up short cuts that were off the printed route. In the end we stuck with the printed version, as that's the final arbiter. Having two systems on the go was just confusing. I like paper, myself...

One section was cancelled as it was inaccessible, so an extra test was added, a straight A-B against the clock. That led to another test which was more conventional and this year it wasn't done out of gear, by gravity, as it had last year.

The final real challenge was GENTLE JUNIPER which is a rough stony path near the more familiar WICKED JUNIPER. The rocky restart was a bit nasty, but we got away OK and this is where we won the class. Nigel Williams, along with a lot of others, got stuck. That overturned the points lost by that early restart error and left us on 12 and Nigel on 14. Of course we didn't know any of this until the following day. After the final, rather too-easy section at WATER LANE it was back up to the Amberley Inn on the edge of Minchinhampton Common and the finish. A nice old pub, room outside to park in the gathering

darkness and, once signed off, a token for two free drinks. What's not to like? It had been a long but very enjoyable day.

The route was scenic, it was tough in some places, OK it was a bit haphazard in others, but keeping it all on course must have been like juggling in a dark room at times. Hats off to all concerned. It was fun and tougher than last year.

And we won the class. Can't ask for more!

March Hare Trial 2026 Mark Wills Number 2, KTM Sidecar

The March Hare was our debut on the newly acquired KTM 640cc sidecar. I bought it in mid-January and had a couple of days out practising with my passenger, Tom, during February. Tom has two outfits of his own so has quite a bit of experience in motorcycling side caring whereas my experience was gained in the early 1990's but I hadn't ridden one since then. We thought the March Hare would be a good one to start on and this proved the case but was more challenging on some sections than I anticipated which on reflection was really great.

We took the sidecar in the van down to Bourton on the Water and then rode back to the start where we met with Simon (Fillan) and Phil (Saunders) who we rode the trial with. It was Tom's introduction to Porky's Diner breakfast bap – the large ones. The breakfast bap nearly beat Tom which was a rare sight as Tom is a big eater with a fast metabolism.

We set off on time to the first section, Saintbury. This was a long flat section with a restart part way – gentle

introduction to the event. Then onto Barton, which was a gentle lane, but the restart was on a deviation to grass verge on the right. I was careful not to get stuck on the grass before the restart, took off OK and gently dropped back onto the track and finished the section OK.

We arrived at Long Barrow a little early so waited and chatted with Pete and Carly Hart who were officiating. This section wasn't too steep, but it did have a camber/rut which was significant along the area of the restart – we took it slowly and carefully and all went OK.

Guiting Cross Observed Test 1 was interesting in that we had to go down two opposite arms of the junction to lines, stop, turn round, and then go across to the finish line. At the first stop line we pulled the outfit back around but on the second we did a U-turn by going up the grass banks each side of the track. It seems though the test was designed for cars.

New Kineton section looked steep and muddy – so we tried setting off in second gear – the outfit pulled well but I didn't go quick enough round the bend – I was concerned that we might slide into the gate post if I went too quick. We got up to the four board having lost

Aaron Haizelden &
Jodie Martin on
Lambrella Splash



Jason Byron &
Tom Ivison
on Cutliffe Lane



Ian Morris ,
Class B, Beta

Alan & Anna
Plescia-Greenhill,
Class 7
Dutton Melos



Chairman's Trial

**by Duncan
Stephens**

March Hare

in Kineton
village

**by Dave
Cook**



Richard Maddern &
Chris Barnicoat
on Orchard Rise



Andrew
Isherwood &
Hilary Farbowski
Class 2
Dellow Mk 1

Harry Baker



Simon Groves & Luke Butler,
Class 8 Troll

*President's
Cup Winner*



Launceston Trial

Class J (under 16s)

on Simon's Folly 1

by Vince Feeney



Zak Ruby

Presidents Trial

**by Duncan
Stephens**



Shelly Deacon &
Simon Oates,
Class 7 Liege

*Ladies Cup
Winner*

Joe Martin



Norton Selwood &
Sam Lindsay,
Class 8 CMR



momentum part way up and getting the bike stuck in the centre. Turning it round was a bit tricky but we slide back down OK under control.

Onto Postlip Lane. We got there and realised Phil was no longer with us – the battery had gone dead and he was unable to continue so got rescue out which he told us about at the finish. We set off up the section to come across a beached Beetle going into the re-start. We waited whilst the Beetle was moved and then successfully got round the tight turn onto the restart box. As I tried to pull away the sidcar wheel lifted high and I shut off – really unexpected but part of our learning.

Humblebee section was next – a straightforward climb with another restart – completed OK.

The Fry's Quarry sections were the ones I recalled from last year as the most challenging of the trial. Fry's 3 was tackled first. A small car had bellied out on a ridge before the Restart, so we went and helped. The section looked a tight turn with an adverse camber then a grass bank ridge to the restart box. We got around the turn ok using the back wheel to steer round and then stopped in the box. I built up revs but stalled just as we moved – end of. But I fired it up and got to the top OK.

Onto Fry's 4 – a steep climb with a tight turn near the bottom. We went for it in second got round the bend then hit left hand bank back on line and hit bank again near the top. We needed winching out – very much appreciated.

As we descended the slope in Fry's 3 the engine cut so Tom grabbed the clutch whilst I pulled the decompressor and fired her up. We got around the bottom bend Ok and up to the restart. Pulled away from the restart Ok so happy with a "clean". The final section in the quarry was steep and bumpy with a

right-hand bend at the top. Again, used second gear and had a successful climb.

We filled up with petrol in Charlton Kings just before the lunch stop. The Marshall signing us in told us we were running late so we had a quick break/drink and moved on.

Bagendon Downs was a straightforward section for us with a restart near the Class B bikes deviation. Simon cleaned the deviation last year, but I didn't – the only marks I lost last year. Simon went before us and again cleaned the deviation and then went on to clean the whole trial and win it.

The green lane down to the Halfpenny Hill section was a bit of a challenge for us due to the ruts. The big puddle in the section seemed quite deep and soft so we accelerated away not to get stuck, up to the restart. Got off the restart OK but had to work at it to get out the top of the section – which we did OK.

Selscombe Wood was cancelled so we went on to the green lane Duntisbourne Abbots and the additional test. Set off quick but was now aware that stopping the outfit takes a bit longer than stopping a solo and managed to lock up both brakes and slide to stride line B – all good.

Last year at the Honeycombe Test Simon stopped astride Line B and then proceeded into the field as there were tracks suggesting the test went into the field – which it didn't. So, this year we knew what to do and not to do! We set off in first then to second gear to stop in the mud at line B. It was very tight for us to get round the marker to get back onto the lane. We set off again and stopped astride Line C – sliding with wheels locked up.

We had a short wait and time for a drink and chat at Gentle Juniper. The section

was quite easy for us as was the very wet but firm final section, Water Lane. Then a short ride to the finish with us feeling very happy that we had enjoyed and finished our first trial on the outfit. We had a drink (coffee for me) at the end and a catch up with friends. Simon had a clean ride so was hoping for a win which was to be decided on test times. Provisional results indicate Simon did win – a great result.

We then had a 45-minute ride back up the Fosse Way in the dark to Bourton to the van. Loaded up and onto to Leicester getting home at 19:45hrs – a good long day out, thoroughly enjoyed.

Thanks to organisers and marshals as always.

Launceston Trial by Chris Barham

I t'll be fair to say my little old BSA isn't in the best of health at the moment. I'd been promising to rebuild the motor all of last year but what with some family issues and a busy NDMC calendar I just never got around to it! Then on Friday before the trial, I gave the bike a service. Checked the oils, fitted a new front tyre and just for the hell of it lifted the head to check just how bad the bore was! That was a mistake. Multiple deep scores down the piston which kind of explains the blue haze the bike left behind it wherever it went!

Just one more trial, then there's a couple of months until the Torbay Trial. Launceston is in one wood so if worse comes to worse it won't be far to push it!

Sunday morning started bright and sunny, then the alarm went off, waking me up and a normal grey drizzly day was yet again on the books. I loaded the bike on the trailer in the rain and headed off. Last year if I can remember right, we had difficulty driving into Lew Woods due to the ice on the hill up to the wood yard. This year it was the mud. Plenty of wheelspin and my van made it. Nigel had some 4x4s conveniently placed and I suspect they were needed for the guys towing cars in. Dave Craddock was scrutineering which was an easy affair and then signed on.

Time ticked on and then the 3 of us on British bikes set off, Stephen Kingstone, William Pixley and me.

The sections in Lew Woods are mainly nice climbs between trees with old stumps, some ruts and roots to negotiate. The first five sections were all cleaned which surprised me as a couple were quite tricky and my skill level was obviously way beyond what I thought it was! Even the tricky restart on section 4 which I was determined not to fail especially with NDMC members marshalling! Though I'm not sure the blokes riding behind me were enjoying the haze I was leaving, but the bike was running OK. A slight misfire which strangely disappeared once I pushed the spark plug cap on fully! School boy error!

Section 6 had a deviation for solos and what with a bit of confusion looking for the score markers I think I went off piste and had a lovely big dab as I aimed for what I hoped was section ends. That was the clean sheet soiled but I knew more marks would be dropped throughout the day. A few more cleans under my belt and the confidence level was rising again. Way too cocky as then I got slightly crossed rutted on an easy climb and dropped a massive 6 right in front of Arnie Martin! A nice little drop in section soon followed, William Pixley polished a root for me as you dropped in and dabbed, I was next and found his root, quick dab and around the trees. Grip failed me and with a bit of a paddle

of legs I made it to section ends. Dave Craddock was marshalling and spotting the front wheel spindle was past the section ends by an inch he came over and confirmed it That was a 5-1 ACU marked section so 3 rather than a 5 was added to the sheet.

Us British stead guys were doing ok, we by then had only had a couple of unplanned ride abouts looking for sections, plenty of laughs and banter it was a good day. Then.....

Coming to a section where no deviation for Class A the start marshal said you've got the deviation as there's nowhere else to go! Going up the section there was a "snatch" from the bike. It didn't feel like clutch slip, more like the chain was jumping on a sprocket. The rear sprocket was starting to hook but with the new chain I'd fitted I couldn't imagine it was jumping around. Off load all was fine so I carried on. The next few sections again I couldn't imagine it feel this strange snatching feeling. Was it the clutch or worse? There were 3 sections to the lunch break, so fingers crossed I carried on. Final section, a tricky side slope and a left into the trees. No one seemed to be getting far so I picked the left rut. The bike juddered as I set off and quickly discovered the left rut was a bad choice and I dropped a huge 10!

Making our way back to the yard for lunch the bike was feeling worse. All I could think was that I'd shed a tooth or 2 somewhere in the box. A problem I had years ago with the bike and the snatching feeling was the same. Mmmm I didn't want to ride to destruction so decided half a day's sport was half a day's sport and handed in my numbers. Rather than set off, which I couldn't have done anyway due to the packed yard I saw Nigel and helped to marshal on Section 12. Always good to give back some helping any event. It's the marshals after all who make an event, without them none of us would get to compete.

It looked a fairly easy climb but a tight right hander at the top was starting to take marks. Front ends were sliding and a well-placed tree was stopping progress. A few needed pushing, pulling and guiding out which is fine but please, if a Marshal assists you when you're stuck a simple thank you doesn't cost much as you escape. Little things I know!

Soon the course closure came along so it was time to collect markers, walk back to the van and load up for home.

A good day, huge thanks to all those involved in organising the event. Next year I'll finish, promise. The bike is already in bits being checked!

The 2026 Launceston Trial by Mike Greenwood

Sunday March 1st dawned bright and sunny.....well, not exactly, but the light drizzle and dry interludes were a great improvement over the non-stop rain of previous weeks!

A good entry of 70 bikes and cars assembled at Lew Woods ready for a tough day of 19 sections, 10 in the

morning and 9 after lunch, some old favourites and some new ones.

I had entered Class 90 in my Suzuki, with James Shallcross as my passenger whilst his familiar 205 is undergoing a major refurbishment.

After the mandatory bacon roll, we set off as third car in a group of four X90s and headed to the first section, Blue Tit Drive. We watched Steve Ball ahead of us trickle along the new moss-covered gentle slope and disappear to the end of

the section. I thought I would try the same approach but found no grip and came to a wheel spinning halt at the 6 marker. On to Archies Nip and Up & Over, cleaning both of them, much to my surprise. Simon's Folly 1 gave us a 6, followed by another clean on Around & Down.

Next up was Look Out 4 Bears; we set off towards the cross-track until there was a sudden hiss and a load of white smoke. Puncture? No, James's enthusiastic bouncing had resulted in his elbow landing on the trigger of the fire extinguisher, the safety pin of which had fallen out, so we came to a halt at the 8 with a car full of white powder! No harm done, so a drive through the woods to Eastcott 1 with a Restart, placed on the right-hand hairpin which resulted in a failure to proceed.

On to the Observed Test, a simple loop around some trees, and fastest time of the X90s, pleased with that.

Nigel's Nip 1 was next, always a challenge for the lower classes, where we slithered to a 7. On to the infamous Rip & Roar, steep and rooty as ever, and the 6 marker was as far as we went. Steve Ball ahead of us made it to the 2, while Peter Ashford, in his X90 due to problems with his Troll, had a great climb to clean the section with no problem at all.

And so, to the lunch break.

Running as an early car, we had the opportunity to watch some of the bike action ahead of us. A great variety of machines and riders of all ages. Power and experience were not always the answer, we saw some great climbs and bike control from some of the youngest (teenage) competitors on their small capacity machines, championship winners of the future in the making. (See page 25 for some photos - ed)

The afternoon loop began with Simpsons Drive and we were caught out by the rooty restart, as were many others. Pete's Predicament was next, followed by Deer Run 1, a great section which always attracts spectators, so I was well pleased to scramble up for a clean. We then slithered to a stop at the 7 on Simon's Folly 2, and almost missed The Bank, although with all the class scoring double figures it wouldn't have made much difference!

Over to Eastcott 2, with a sharp turn in off the track where we came to a stop. A quick wave to Bob Blackman marshalling and back down to the bottom of the woods for Nigel's Nip 2. The sections were becoming more slippery and difficult second time around, so I wasn't too surprised to score 11 on this one.

On to Rip & Roar 2, this time using the right-hand track, and another 10 to the total. Finally, we returned to Deer Run 2 in the knowledge that we had cleaned the section earlier. We set off with good speed heading for the summit but washed out on the left hand turn at the top to score 1. Spectating afterwards we saw several others end up in the same position, that part of the section having cut up a lot since our first visit.

We finished 2nd in class to Stevie, scoring 95 points more than Overall winner Simon Groves, who was closely followed by fellow Class 8 Calvin Moores.

A great day out in the woods, and only 15 minutes from home. Simon Riddle and his team of organisers and marshals gave us a great trial in challenging conditions, many thanks to them and the landowners, and to James for spending the day on the wrong side of the car.

We'll be back next year!

Foggy Heads and Rev Limiters: Camel Vale's Classic Comeback by James Shallcross

For the first time since 2022, the Camel Vale Motor Club Presidents Trial returned to Bonyalva Woods. As the CVMC liaison with the Duchy of Cornwall, who own the woods, I had the tricky task of finding a date that worked. We had to find a slot that didn't clash with any other trial events, while also working around the strict dates when we are not allowed in the woods due to a local Goshawk nest. Sunday 8th March ended up being the only date that met both criteria! With a new father and son Clerk of the Course team in Jon (aka Fred) and Calvin Moores, the event featured a revitalised route with heavily cleared tracks and brand-new hills.

After having so much rain over the last few months, the week leading up to the trial finally offered dry conditions, giving the organising team false hope as the ground noticeably improved. Naturally, a heavy bout of Saturday night rain ruined all that hard work, ensuring the woods were suitably slick for Sunday morning. Once the event got underway, the weather was completely cloudy and foggy all day - not a patch of blue sky to be seen. That stubborn fog hung around, meaning the tracks had absolutely no chance of drying out. But the weather wasn't the only thing causing foggy heads on the start line...

The Night Before: The Royal Inn

Wrestling a classic trials car through twenty hills in a venue that is at the "tough" end of the scale is always a challenge, doubly so if it's wet. So, you'd think a quiet evening and early to bed the night before would be sensible. Instead, about 25 organisers, marshals, and competitors gathered at The Royal Inn in Horsebridge for what turned into a legendary evening.

The night kicked off with great food, followed by a brilliant trials-themed 21st birthday cake for Calvin Moores, which was promptly devoured by the pub. Once the cake was cleared, "The Hand Game" commenced, only stopping when the pub's supply of port ran dry. Unfazed, the landlady produced a bottle of raspberry tequila and joined the table herself. The Ruby boys (sorry, young men!) along with Aggy and Jamie Gray proved remarkably resilient, but Charlie, Mel, Zara, and Jemima (who gallantly took some of Zara's shots) came off second best, with organiser Fred himself tapping out about halfway through the tequila. Meanwhile, Abby was spotted hiding in the corner to ensure she didn't get roped into the chaos!

For those foggy heads arriving at the woods the next morning, the Cornish Maids Pantry food wagon at the start was an absolute lifesaver. They served up really good quality breakfast baps and hot drinks, and thankfully stuck around for the lunch break too, which was very much appreciated!

Overall & Class Highlights

Early on, the battle at the top was incredibly close between Simon Groves in his Troll and Duncan Stephens in his Fugitive, with Roger Teagle and his Fugitive also very much in the mix. Simon and Duncan were neck-and-neck with matching scores up to Section 8, but Duncan's Fugitive started suffering from a random cutting-out issue. From Section 9 onwards, it was Roger who stepped up to apply the pressure, perfectly matching Simon's scores blow for blow for the remainder of the trial. But before those issues for Duncan, his exuberant run on the special test might have given him a very good time, if he hadn't ended up completely sideways across the finish line! Simon pushed on to take the Overall Win and the Presidents Cup with an incredible final score of just 15.

Class 8: Roger Teagle secured second in Class 8 with a fantastic score of 24. Dave Haizelden—who somehow secured a late entry less than 24 hours before the start and roped Karen Warren into passengering—put in a great drive. Elsewhere in the class, Norton Selwood, driving Jon Moore's car, unfortunately damaged a front mudguard. Luckily, Norton's dad was the one who fabricated them for Jon, so the replacement shouldn't be too hard to source!

Class 4: This was a brilliantly close battle. Emma Groves took a hard-fought class victory with a score of 89, beating out Ryan Tonkin by a mere 3 points.

Ladies Award: Shelly Deacon put in a spectacular performance to take the Ladies Award. Driving Simon Oates' Liege for the very first time—with Simon stepping in as a last-minute passenger after Alan Keat had to run—Shelly drove brilliantly, with Simon passing on great advice.

Class 6: Andrew Rippon took the class win of the amalgamated classes 5, 6 and 7. His Beetle didn't sound quite right for most of the day, but it didn't stop him from hauling it up some great climbs.

Class 90: The dedicated Suzuki X90 class saw David Turner take the win with a score of 117, ahead of Steve Ball on 125. It was a tough day for the 90s!

Section By Section: The Good, The Bad, and The Muddy

The Moores team put together a varied but testing 20-section route, with almost every car seeing the top of at least one hill.

The Hold-Ups & Tows: *Clint Eastwood* (Section 4) featured a very long, rough climb. All cars had to come back down the hill, so this led to quite a hold up - but if anything, it just spread everyone out a bit for the rest of the day. Over on *Washington* (Section 6), the infamous "Strange Rover" was kept incredibly

busy towing failed cars up the long drag, then having to perform the same task on *Main Road* (Section 8), as the Rendell Defender recovery vehicle was overheating from the sheer volume of cars needing a tow, as well as having to act as the marshal taxi service around the woods.

The New Additions: Jon and Calvin's hard work clearing tracks really showed here. *The Twister* (Section 9) was mostly flat but snaked in and out of the trees, dragging competitors through a wet bog before a sharp nip. *Much Moores* (Section 10) was a short but sharp 6-to-1 section that tested precision. *Weird Wonky* (Section 16) capitalised on recent forestry works opening up a section of woods not used before, starting with a steep nip at the 12-marker, levelling out, and then demanding a tight right up to the boundaries of the forest. *Colvase Short* (Section 18) looked promising, but the grip was buried far too deep for anyone to exploit.

Finding Grip: *Love You Long Time* (Section 11) is one of the classic sections of the trial, but it needed extensive restoration work as it was entirely inaccessible from the forestry works last year. But nothing a bit of digging by Groover couldn't resolve! On the event as a whole, early cars generally had the best conditions, but on this hill, it favoured the later runners. Most saloons couldn't make it round the bottom corner, but by the time the late Class 8s arrived, the four years of accumulated forest debris had been spun away, revealing actual grip for the tricky restart.

A Fitting Finale: Section 20, *Martyn's IMP-ossible*, was named to remember Martyn Harry, a long-time member of Camel Vale Motor Club who sadly passed away recently. Martyn had entered the trial for many years in the past in both his infamous Imp, and VW Buggy, and won the trial overall in 2018

while double driving with his daughter Annabel. While most classes enjoyed a generous start line allowing cars to get moving before turning right into the very long and steep climb, Class 8 had to contend with a much higher start. Regardless, the hill had never previously been conquered in the wet. This year, there were three brilliant cleans by the Class 8s. Dave Haizelden was one of them, and as the *very first* driver to clean it in the wet, he will undoubtedly be reminding us of that fact for years to come! Roger Teagle was another, conquering the climb to cement his brilliant second-in-class (and overall) finish. It was also an amazing feat for Shelly Deacon, who coaxed the little Liege all the way to a 1 on this incredibly tough climb. Simon Groves capped off his Overall Win by cleaning the hill and exuberantly spinning his way out of the summit, thoroughly covering all the spectators in mud!

Running as the passenger in the last car, Mike Greenwood's X90, my job on the day was to scoop up the scorecards from the marshals. A massive thank you to all those marshals and organisers who stood out in the damp woods so we could play in the mud, as well as those handling all the paperwork. We were able to get the provisional results crunched and announced very soon after the finish, at the Copley Arms in Hessenford where most of the trial descended for a drink and a post-trial catchup with everyone. The pub was dead quiet before we all arrived, then an hour's loud hubbub and then we all left again. Bet the locals were wondering where we all appeared from!!

Roll on next year. Fred has already been in my ear with some grand plans about previously used woods the other side of the valley... and beyond! :)

The 2026 Lands' End Trial in a Suzuki X90
by Brian Hampson

We got our entry in nice and early, with our son Alex confirming that he'd be back from cold weather military training in the Arctic Circle in time for his annual trials outing with the 'old man' at Easter. Little did we know at that time, the unbelievable actions of an American President which would cause Alex to have to rapidly move his squadron of helicopters from the Arctic to Cyprus and suddenly I may be looking for a 'stand in' navigator! Enquiries were made and both family commitments and post operation recovery ruled out the initial two potential replacements. Alex then confirmed that he would be back in the UK for Easter – to do the Lands' End Trial and then take his children back to Cornwall for a holiday in a friend's motorhome.

So Good Friday evening, I set off from Exmouth, picked up Alex and went on to meet up with Dave Turner (a fellow X90 entrant) and his navigator John McDonald. John had just spent the day driving down from Yorkshire in the holiday traffic – poor fellow, having to then get into an X90 for the next eighteen hours – true dedication! Up the M5 to Bridgewater with the revised scrutineering and parking all being managed very well.

We had a small ongoing drama whilst driving up the motorway, as Alex was endeavouring to renew his competition licence on the way! The MSUK website is tricky to navigate at the best of times, and he finally managed it whilst in the carpark at Bridgewater Rugby Club. Into the clubhouse to sign on, get some food and time to chat with Anna & David Robinson who were competing in their Scimitar SS1 and went on to win class 5. The third member of our team, named 'GeriatricX90' (get it? – three old boys in X90s) was nowhere to be seen.



Richard Bowley,
Class B
Montessa 4 Ride

Lands' End
on
Blue Hills 2

by Jonathan
Toulmin



Mark & Austin James
Class 5
Mazda MX5



Phillip Tucker &
Christopher Musselwhite
Class 5
Triumph TR3

So, I rang Mark White and he was still some distance away, having been delayed by holidaymakers checking into one of his static caravans in Branscombe. He reckoned that he would just make it, as he was starting 30 minutes behind us.

Our start time of 23.34pm finally came and off we went into the night to the handbrake test at Walford's Gibbet, which it looks like everybody passed. On then to the first section at Felons Oak, with a restart for all but classes 1 & 2. This restart has in the past proved a problem to some - as it did this year with no less than 48 failing to get away. Having cleaned the section, unfortunately Ben Giles had to retire his Skoda here. Psychologically, it's always a blow to fail the first section, as your Gold Medal hopes are gone in a cloud of tyre smoke. Fortunately, we climbed away and continued along the North Somerset coast to Barbrook Village Hall, where the locals were doing a roaring trade in the dead of night, keeping us fed with everything from bacon baps to all types of cake.

Beggars Roost was just up the road and a restart again for all but classes 1 & 2. Surprisingly, four of the five BMWs failed to get away, together with three of the fifteen X90s and one Scimitar SS1. Regrettably, having cleaned the section, Roger Bricknell had to retire his X90 here due to rear brake issues and Dave Turner's air compressor switch burned out, leaving him to run at a low road pressure for the rest of the trial.

Whilst driving over the top of a misty Exmoor and I thought I saw lightening! Then again! It turned out to be the photographer Debbie Tucker, who was taking very 'moody shots' in the misty night with a large flash, in what seemed to be the middle of nowhere and they came out very well. Thanks Debbie. 21 miles later and we were at Riverton, a twisty section which caught a couple of handfuls of drivers out on its tight bends.

Toby Parkins had to retire his amazing Citroen Ami with the 1100cc motorcycle engine here, as he lost his exhaust system. Close by was the first Observed Test against the clock and we were very respectable in an X90 at 17.4 seconds.

We meandered around North Devon for 30 miles and arrived at Sutcombe - always memorable for its river crossing at the start and refreshments just after the finish. A restart for all cars in sight of the finish line saw another double handful fail - it was rocky in that restart area! Unfortunately, Jon Roberts had to retire his Dellow shortly afterwards. We didn't stop for refreshments as we were still full of cake from Barbrook Village Hall but continued onto the Woolley Holding Control for the Darracott section where the rains came! We were then parked in a double queue in a wide layby for quite some time (which was good for a snooze). The delay was caused by a marshal, who had travelled all the way from Northumberland and been taken ill whilst working on the section. I'm pleased to read that after a few days in Barnstaple Hospital, he's well again.

Darracott didn't trouble many and then it was on to Cutliffe Lane, which classes 1 & 2 did not have to attempt. The holding queue was being managed by a wet looking Mike Holden, who said that quite a few cars were failing the section, which was contrary to what I expected, as I had seen a video taken a couple of days earlier, of the 'newly graded' Cutliffe Lane section being climbed by Rob Holden (the Chief Official) in his BMW with ease. This had calmed my trepidation of what has become over recent years, a very challenging rough section, but Mike's comments were concerning.

Little did I know that some 'mischievous moles' had been out digging multiple large deep troughs across the section in the area of the class 8 restart making it as bad as ever! It was just about

daylight by this time, which I will blame for my error of judgement to follow the start line (had also been moved much nearer to the hill, allowing less run up) was under the supervision of a smiling Nettie Vile. At this point I made my fatal error of judgement in choosing to start off in 'low 1' gear. Most Suzuki X90s have the split ratio transfer box from a Vitara fitted which gives a useful set of additional ratios, but in this case, I should have selected 'low 2' which would give me much longer legs and carry more speed up the section. Off we went and we got well up the hill into the deep troughs which sapped our momentum and with the wheels spinning, I selected 'low 2', but it was too late - the wheels just spun faster! The 'reverse of shame' followed as all the marshals (including the Ruby family) on that section were well known to me and commented accordingly!

There were however some excellent climbs across the classes including Richard Goodman in his MGB, Stuart Holton in his Dellow, James Ord-Hume in his HRG (although he retired afterwards) and Nick Farmer in his X90. Also forced to retire here were Jeremy Salter in his Beetle, Jonathan Elliot in his Scimitar SS1 and the Troll of Tom Jones & Peter Ashford with diff problems. So, we headed on down the North Cornish coast to Widemouth Bay for a route check and then into the steep twisty lanes leading to Crackington. The German Team were there and loving it, especially the three guys in the open top 4 door VW type 181 with a 1300 engine.

Crackington has been climbed successfully every year ever since I've had the X90 and we set off up the hill with great confidence - little did I know that the Cornish Pixies had been laying their secret 'goo' across most of the track. We were going at a fair pace, when Alex suddenly saw 'the goo' and shouted, "go right", but it was too late! In we went and were sucked to a standstill - much to Chief Official Nigel

Cowlings amusement. The recovery tractor was quickly attached, and we were pulled to more solid ground. Our medal hopes were going down the pan - what's going on? We're not used to this!

It must be time for breakfast and a quick snooze at Wilsey Down cattle market, before heading off to another Special Test at Ruses Mill. I needed to get my confidence back, as it had been shaken a little over the last two sections. This Special Test started on a fairly steep left-hand bend and as we launched uphill off the line with very light steering, the car wanted to go straight on, and we nearly climbed the right-hand bank. Still, it was a respectable time, so I felt better.

Warleggan has always been rough. In the past with the BMW, I've broken a drive shaft on this section and had to change it on the verge at the top. It's still rough, but we took it gently and came out of the top, to find a red X90 with a puncture and they couldn't open their boot to get at the tools and a spare wheel. Whilst we were trying to find a way into their boot, a kind soul was fitting a tube into the punctured tyre to get them back on the road. Unfortunately, this was the end of the trial for Nicola Butcher and family, as her Beetle suffered gear selection issues and she couldn't select first gear. Also retiring here was Darren Powell in his Marlin.

Now I seem to recall that Eddys Branch Line 1 & 2 were cancelled for the lower classes last year due to more than slippery conditions, but this year with a relaxed start line, EBL 1 only caused a few issues - maybe at the narrow 90 degree turn across the bridge? - and EBL 2, with its restart for classes 7 & 8, caused some class 7 grief. Anyway, we clambered through and were on our way to the famous Blue Hills sections. The route check in Perranporth was quiet, so I utilised their Portaloo - never know whether it's caused by my age or excitement - and off to the coast we

headed, by what seems a slightly different route every year.

As we suddenly had the vista of the Atlantic Ocean unveiled in front of us, we could see across the valley that there were a few hundred spectators lined up on Blue Hills 2 watching the competitors climb the long hill. Blue Hills 1 can be a tricky little fellow, but this year the 'swamp' before the granite stone wall was dry, which made the climb out a lot easier. I see from the results that a couple of competitors did not stop at the safety line as instructed, which will have cost them a failure on that section. Through the very narrow gate and up the loose bumpy track to Blue Hills 2 and the adrenalin was increasing. Spectators were voicing encouragement and we hung back from the car in front; in case he showered us in stones with an enthusiastic take off from the start line.

The restart for classes 6/7/8 was as previous years, but a new restart box had been created before the 90-degree left turn off the main hill for all other classes. Fortunately, the 'Cornish Pixies', or whoever had dug a trench across the restart box last year, had not

been allowed out to play and this lower restart, albeit on a loose surface, did not cause many cars a problem.

What did cost eight competitors a failure on the section, was not stopping at the safety line at the section finish. This cost them medal qualification, including a Gold in one case! More stories unfolded as we took a brief respite and inflated our tyres once more, including the (I think) father & son in the red X90 with the locked boot that we had tried to help after Warleggan, who had done every section since on road pressures, as they couldn't access their tyre inflation equipment!

We finished on time, (in fact a few minutes early) and were soon on our way back up the A30, as the girls were meeting us in the pub in Lymptone where Alex lives. No mechanical issues nor punctures made the Lands' End Trial a great event – just failings on the drivers' part – but there's always next year! Praise has already been voiced for Pete Hart and the organising team, plus all the marshals, officials and result compilers, but I'd like to reiterate that praise – well done to all of you!

Mark Wills Lands' End Trial 2026 Number 48

The 2026 Land's End Trial was my 80th MCC long distance trial and exactly forty years since making my debut in MCC events on a XT225 Yamaha. In 1986 I rode in The Woodbines team with my dad, Rex wills, and good friend Mike Wills. I gained a Third Class Award (these days would be a Bronze medal). This year I rode with my son, Joseph, and a good friend and Team Woodbine teammate Simon Fillan.

We met up at the Bridgewater start. Simon coming up with the other Team Woodbine member, Dave Hewlett, from Newton Abbott. I was staying down at Crackington for the Easter weekend so my friend, Tom O'Connell, drove me and bikes (Mine and Joseph's Beta Alps) up to Bridgewater in my van. Tom went onto marshal at Riverton; we said hello at the restart as Tom was the flag man. Joseph travelled down from his home in Tamworth on the train.

We all got scrutineered and signed on then had a meal together – good old ham, egg and chips. We set off at our scheduled time into the night heading to the first section, Felons Oak some 25 miles down the road. The weather was

kind to us; it was mild and dry in the night with a very bright full moon. The rain did interfere from about 4.30am until 8:30am and it turned a bit cool for the morning up to about 10am after which it was bright but windy.

We arrived at Felons Oak in good time. It's a good starting section but this year the re-start box was very short with a slippery surface. I quickly decided to go front wheel in box, stopping just in time. I was relieved to get away OK. Another 29 miles and we arrive at Barbrook fuel station and village hall. I just had a cup of soup here to support the cause.

Beggars Roost next and another re-start. This hill is easier than it used to be, big enough re-start box and climbed it OK. Then over Exmoor to Simonsbath and the Riverton section. I'm happy to see the section in the route, well set up with the S33 (highway approval) notices on show as well. One of my jobs as Trial Secretary is to gain landowner and Highway Authority approval to use this section. This year when I contacted the estate office, I found the lady I usually deal with had moved on. The new member of their team asked me about the event before she spoke to the owner. As I explained it involved 300 odd motor vehicles going through part of the estate over 5 to 6 hours in the early hours of Easter Saturday I thought it didn't actually sound too good. However, I explained this had been going on for many Easters (I knew it had as I'd done the LE Trial many times) and as far as I knew we hadn't had any complaints from tenants. We got permission after a few days so all well.

The section was muddy and rutted for the first few yards, the re-start before the bend then hairpin left and climb the hill, all under control so on to the first Observed test, Yollocombe. This was a straight sprint along tarmac track with grass down the middle. When the red

light went out accelerate to line B, stop and put foot down, sprint to stop astride line C. Joseph is always quicker than me, but I gave it a good go to see if I could beat him just this once.

Sutcombe was the next section, 107 miles in and we're running a little early. Short queue here and off through the ford and up to the re-start. All OK under control and then stop in the stop box at section ends. Say hello to the Clerk of the Course at the refreshment stop (I had tea and cake 2.15am in the morning to support the Sutcombe ladies cause) – feedback is all is well with the Trial. Filled up at Bradworthy Wickets Garage who open for the night for us.

Darracott section was next with no re-start thankfully. A long twisty section but straight forward on a Class B bike. Then to Cutcliffe Lane section. This was a real stopper last year after a lot of wet weather with only a handful of bikes cleaning it. Much drier this year so climbed it successfully but the lane back to the road was very muddy – hardest part of the trial so far. Then the enjoyable ride down the A39, the Atlantic Highway, that I have ridden countless times, to Bude and to fill up again. 150 miles on the clock now.

The coast road from Bude to Crackington is spectacular (better views in daylight!) with two tight hairpin bends on the top of the cliffs to the Widemouth Bay route check in the cliff top car park. Again, we're running early but that is to be expected due to the slow average speed MSUK require for route setting. It started raining here and persisted until after the breakfast stop. There were a few bikes queuing at Crackington when we arrived. The section was just opening on time. Joseph went first and I could just see his rear light in the distance, and it seemed to be stationary for longer than I would expect. The re-start area had been "prepared" by the locals and Joseph bogged down in the

mud and was spat sideways – so first failure in a long time for Joseph. Simon told us after that he needed lots of footing to get up. As I approached the re-start, I had a good look at my options and decided to keep as far right as possible where there appeared not so deep mud. I got away OK. We had for many years gone up the left side of the section thinking it was the best line, but where Joseph went turned out not to be the case.

At the breakfast stop, Wisley Down, I had a bacon/sausage bap and an hour, and three quarters break as we had to wait until our scheduled time to leave which was 7.41am.

On to Ruses Mill observed test. This was a narrow steep road, with grass centre and high hedges each side – a typical Cornish lane. There was a very tight “blind” left-hand bend off the start line. I went as fast as I could round the bend, stopped astride Line B and sprinted to stop astride Line C.

We rode on Bodmin Moor to Warleggan. Warleggan is a narrow steep rocky and rock slabs section, and it was wet. The re-start box was on the first rock slab, and it looked wet and slippery. Surprisingly there was plenty of grip and with concentrating hard got up the section OK.

More lovely Cornwall lanes to Eddy’s Branch Line 1 and 2 sections. 205 miles on the clock now just 40 miles to the finish and the weather was getting sunny and warm but with a breeze. Eddy’s Branch Line 1 was a real stopper a couple of years ago when it was really wet and muddy. It was much drier this year, but we observed a bike crashing out and some footing going on. From the start line the middle to left side looked dry so I chose that line and it was OK to the tight bend at the top where I had a wobble but kept my feet up. Eddy’s Branch Line 2 was a

continuance up the lane with a deviation onto a muddy track and a short steep bit to the end, taking my time and care there was plenty of grip so all OK. We still had three sections to go after the Texaco Perranporth route check. We arrived about half an hour early at the route check. Signed in and had a comfort break. Ian Thompson, a fellow MCC regular and Beta Alp rider, told us about his front puncture which he had sorted but it looked like it was going down again. He put more air in and took off to Lambriggan.

Lambriggan is a bike only section due to the steep short drop into the stream crossing just after section starts. Then it’s back in the stream and up the lane to re-start. The re-start was in a stony area but we all got on OK so on to the iconic Blue Hills sections.

As we approached the first section, I saw a Class A rider come off on the rocky/concrete slab back onto the tarmac road. Oh dear, I hope the slab is not too slippery. Simon went first and I could hear a lot of spinning and revving of the two stroke Beta X Trainer. Simon did get away OK footing a little before the 3-yard line. As I approached the re-start on the slab, I could see the re-start box was much shorter than usual. So, it was a case of one wheel or the other in the box. I decided on back wheel in and with great throttle control and a lot of hope I got away OK and remembered to stop in the stop box. Then up to Blue Hills 2.

Simon went first again. It seemed an age before we got the green flag to show the section was clear for me to go. The reason for the delay was that a lady was coming down handing out pasties to the marshals! Anyway, off I went and round the bend at the top to see the very short re-start box well up the steep rock/concrete slab. Again, I chose rear wheel in but getting off the steeper (than BH1) slab was a real challenge. My front

wheel lifted and it seemed very high, as it does on a steep section, and I had a dab just after the box when bringing the front end down, then stopped in the stop box OK.

Another great Land’s End Trial – forty years after my first attempt – it felt really good. A gentle ride to the finish and a couple of beers with friends and family was the perfect end to the event.

The 102nd Lands’ End Trial Friday 3rd & Saturday 4th April 2026 by Simon Oates

The forecast wasn’t brilliant for the trial but as it turned out, we mostly skirted around any rain and really only had some mist on the high ground towards Exmoor. I did however put the roof up on the way up to the start at Bridgwater Rugby Club which just keeps the chill away. The roof was down for the start, and we were in the last 20 cars of the main trial and had the pleasure of the 20 odd Class O and 20 odd Class R cars that would follow on different routes behind the main trial. This included a Rolls Royce Silver Shadow in Class R endowed with a wedding party of four including a cross-dressed bride including a beard. Presumably this is the direction the MCC want to move with fancy dress but in my opinion degrades the history of the prestigious club. There were no offers to carry the bride over any thresholds that I saw, Crocodile Dundee springs to mind but I guess it takes all sorts to make a trial!

Steady progress to the handbrake test on a slope (could have done with more mileages in the route) and a queue to the first section **Felons Oak**. Dr Mazola may have visited the restart which was cleverly placed and a small box to stop in. We spoke to Rob Haworth in his Liege while in the queue to find that a minibus had forced his way past and whacked the front driver’s side wheel and mudguard and drove off. It was looking very Marty Feldman and difficult to drive with the front tyres getting very

hot. He cleared Felons Oak and we stopped to readjust the tracking with a bit of toe in instead of massive toe out, but we couldn’t adjust the wheel more upright. I had my doubts about how long he could continue, but continue they did, right to the end!

Hopefully no more dramas, but it didn’t take long to find Classes O and R ahead and around us which culminated in a miscalculation by a Vincent Sports Trial car (I thought it was a Marlin) as the driver missed a downhill corner that cambered away and panic braked into a gorse bush with a sheer drop a little further on. I don’t think they realised how lucky they were! We immediately stopped to check the occupying ladies and then Steve Moir (my wingman) went back up the hill to warn approaching cars of the predicament. A few nearly ploughed into us! I attached my tow strap to my new front tow hoop and the other end to the Vincent. Reversing up the hill, we managed to pull the dead weight back on to the road. The smoke from my clutch nearly started another global disaster but the little beauty pulled well above her weight.

We’d only done a handbrake test and one section and already well behind but no sign of Rex Ward in the closing car yet, at least that was good news. **Barbrook** came and went with no queue on **Beggars Roost** and still in the dark. We managed to reach Riverton still in the dark, completed the **Yollacombe** special test with the lights still on and it wasn’t until the queue at **Sutcombe** that dawn broke and the birds in the woods gave their vocal cords a bit of freedom, it was bledy glorious!! A restart that was catching a

few out and a compulsory STOP in a box at the end or penalty points. A welcome cup of tea from the magnificent ladies of Sutcombe also hit the spot and then on for fuel at Wicketts of Bradworthy. A dozen or more cars at **Darracott** and an easy romp up the hill.

An hour-long queue at **Cutcliffe Lane** was shorter than expected considering how many cars were failing the hill. The marshals were so well organised and kept everything moving. We didn't see many go up so knew it was a challenge with a higher start line as well. I gave it everything, heard some alloy wheel scrapes, backbone realignments and a cricked neck but we got up.

Three cars at **Crackington**, so not long to wait and great to see the hill in form again with a local climatic phenomenon appearing at Easter with a perfect gloopy consistency (don't lose that recipe) to stop cars on the restart, but not us. Breakfast at **Wilsey Down** was devoured during the hour comfort stop and away to the harder half of the Trial. Unfortunately, we restarted with Class R in front and the Wedding Party Rolls Royce which followed the same route until Warleggan.

A special Test enroute at **Ruses Mill** was tough for us as the test area had now become very slippery on the bends and hard to get the grip and speed for a good time. Indeed, we listened a long time while the Roller was spinning tyres and trying to get up the hill. I doubt many RR's have tried it before, so maybe the MCC will provide a certificate to confirm their passage up the hill, oh and maybe a bouquet for the bride?

Eventually we got to **Warleggan** and another potential stopper. Tyre pressure limit at 10psi and a restart which went well with a few more fillings being shaken loose on the way up. From the edge of Bodmin Moor to the sea (well Wadebridge ish) and **Eddy's Branch**

line 1 which was made easier with the start line positioning. **Eddy's Branch Line 2** had a restart for 7 & 8 which luckily wasn't too rutted or wet when we got there. A spirited drive down to Perranporth and then on to **Blue Hills** where again there were only ten cars in front and virtually no hold ups. **BH1** had loads of grip and the muddy pool before the restart was dry, so an opportunity missed to make it more slippery and difficult. All cleared and we stopped in the box at the end. **BH2** also had plenty of grip and I didn't notice any craters at the restart to hinder progress. This year I managed to stop at the end (unlike last year) in the well-marked and fantastically marshalled finish. The Blue Hills marshals were beautifully turned out with pink tabards and bucket hats in memory of the legend, Martyn Harry who sadly recently passed away.

A few moments at the top to catch up with other competitors and some spectators and then off to the finish and sign off. We entered a team of three with me, Nick & Ben Symons in their Subaru engine Singer Chamois and Rob & Elizabeth Haworth in their Liege. We entered as The Kernow Mavericks. Rob had been fighting the previously mentioned damage most of the trial and the brakes had started to drag on the sections which eventually sapped the power on the last section. How he'd done so well up to that point, I'll never know.

It was great to see many of the sections/hills in such challenging form throughout the event. The marshals were exemplarity with many on section for 12+ hours and many prepping the hills during the previous 24 hours. None of this would happen without the many Southwest Motor Clubs and their members that put so much into the trial. A big thank you Pete Hart as Clerk of the Course for letting us choose tyre pressure for most of the day. Cracking!

2026 Land's End Trial by Dave Middleditch

Combining a family long weekend away with the Land's End, we travelled down to stay at a fantastic little camp site near Redruth in a static. I borrowed a trailer from a bloke 2 streets away - I spotted it on his drive a while back and went and knocked on his door. His initial 'no' changed to a 'maybe' and then a 'yes,' as I sweet talked him into it - turns out he's in the motor industry and has competed in stock car racing, and the little trailer had an inch to spare to fit the Dutton on. Fortunately, no break downs but it did avoid the open top 7-hour journey home...

We set off at 6:30pm Friday to head up to Bridgwater - a good 3-hour journey at least, so only had an hour or so to get scrutineered, some dinner, and have a sort out before setting off at 10:54pm into the night. Through the night sections came and went, and several were tricky - the Felons restart required stopping in the right place (I assume it was Paul Merson who shouted 'go on Dave' on the restart, but I didn't have time to look and see), and Beggars, Riverton, Sutcombe and Darracott were all OK.

We did have some interesting adventures though, with a proper fire breaking out where the newly welded up exhaust downpipe was touching the dash, and though it had been smouldering all the way, it actually caught fire properly with all the extra heat generated from the hills over the top near county gate. We jumped out, threw water on it, but it was alight inside a void, so I grabbed the fire extinguisher, and a quick blast put it out. Thanks God... after that it was fine as I smashed the plastic away, but I need to properly cut it out. Then at Barbrook we spent the 1/2 rest period adjusting and

diagnosing John Early's rear brakes. In the end we proved that the hydraulic handbrake had seized, so it was not only not working, but also blocking fluid to the rear brakes completely. Fortunately, we adjusted the mechanical brakes and got everything working well otherwise John would have had to retire.

After the easier ones comes the mega challenge - Cutcliffe Lane. We attacked initially, then took off over a step, crashed down, let off the gas, got grip, and went again and climbed it OK. Last year it was so rough that I backed off to avoid damage, but running earlier probably helped. Crackington was the real challenge of the day - info on the start line from Dave Craddock was that no class 7s have got off the restart yet.... We dropped to 6psi and went for it. A lot of coaxing inch by inch, on and off the gas pedal and finally the car slewed left, bit, and shot forward for a clean. A very happy navigator especially as he's not experienced one like that before. I'm glad that the section had been doctored as it was barely a class O hill for the last few years. That mud pit made it a proper section again.

At breakfast we made new friends with the guys that bought Roger Ashby's Marlin and replaced a tube for them - everyone go buy a Stenor that hasn't got one! Then we helped repair Martin Neale's puncture at Pantersbridge to allow the Class R opener to stay ahead of the chasing pack.

Warleggan could have been tricky, but we got the restart right, but then the massive disappointment. We only let our tyres down to 10psi for Eddy's, only to find the ruts were gone, but the restart very slippery and we couldn't get away. If it wasn't for that we'd have been going to the Edinburgh on a Triple..... Maybe I should have stopped high, but I think we'd have struggled on 10psi no matter what - it was slippery.

Blue Hills was dry and grippy unlike the last couple of years, and it was great to catch up with family and friends there, before the short trip to Redruth and a decision to leave the car at the finish and try to join the Midnight Club. We had a good few at the finish, a good catch up with Bob Blackmanon all sorts like trade unionism and the story of Dorcas and George Juggins, and then with teammates Ian and Rory Fitzgerald we headed into town to check out the bank holiday weekend treats on offer. A strange place.... a great cooperative food and drinks place, then a pub with bad karaoke but good beer and a pool table. We finally called it a day about 11:50pm having had a good fill and made our way home. Close enough to midnight, I think.

Everyone agreed that we need more to meet up at the finish and make a night of it next year, but it relies on getting accommodation nearby.

Great news is that the Dutton is back and competitive, after several years of

strange issues. Let's hope it stays that way. Thanks, Pete Hart, for such a challenging event, and allowing us to do well by letting us decide our own tyre pressures! This is now my biggest issue in trials, and I've turned completely against tyre pressure limits unless that are to prevent damage on a tough one. Running light ought to be a choice, but it only works if you can match the tyre pressures to suit. Otherwise, it just means everyone has to run heavy and there ought to be more than one way to skin that cat!

Thanks to Sid for navigating our first Land's End together. Overall, it was a proper challenging trial and I'm afraid that some beginner crews will have had a very tough time. As someone near the top of class 7 sometimes, I loved it but would hope that the distance between sections could be addressed.... a very long journey for 12 sections. Only 4 years ago we had 22 didn't we...!

2026 Lands' End Trial by Derek Reynolds

High Noon. Time to set off from Northumberland for another Lands' End, my favourite trial, and looking forward to clearing those sections I failed the year before and the year(s) before that. First to collect navigator Alan Bee, Austin 7 enthusiast who competes in a Seven painted like a bumble bee! As he lives way out in Western Durham, we meet up at Keith Dobinsons, another X90 driver, who lives near the A1.

Alan settles into the car, and gaffer tapes his radar equipment to my dashboard. With several electronic screens lit up we set off. Although we do not need them for this part of the journey, they have often been useful in understanding the mysteries of an MCC

mile. I had allowed 12 hours to reach the start, as we planned to stop for a meal in the evening and maybe a couple of hours nap prior to the start. In recent years the M1 had been full of roadworks and holdups. This year the cones were all back and the roadside with traffic flowing freely so we made Bridgewater in good time had our meal and nap then went round the corner to the Rugby Club.

First to scrutineering. Before leaving home I had done my POWER check. Well, all except for E as I had intended Alan to help check this when I picked him up. Pull into Scrutineers awning, all OK, until Simon says main beam off nearside. Put on spots Simon says still off! Drive over to side and get out new bulbs. Same result. Wire up bulb to battery, all OK. Check old bulb out, all ok. Set about stripping back live feed with no joy, the trouble was deeper in

the loom. Nigel Jones stopped by in the Kracken with Jane. He is now selling the car, and I offered to take it off his hands as long as Jane came with the car. He declined but offered Dave Hunt instead. I declined.

Time was running out now. We had missed our coffee and butty and our start at 12-15. Taking pity on us, the scrutineers sent across Mr Isaacs with a bucket of spare wire who saved us by finding a live connection, so all lights worked. I was most grateful. Off to sign on and collect travelling marshals kit, but no armband, someone had taken two. Perhaps there should be two per car? Any way off to start marshal's gazebo. No start marshal, as we were well behind time they had gone for a break as Class O did not start until 1-01am, actually six minutes time! Having found the starter, we set off whilst the back market climbed into his Land Rover. I introduced myself later in the day, as over the years I have tended to be very near the back markers.

We had hoped to make up some time and get back to our correct number position, within reason considering how late we were, but met fog and mist which really slowed us up. In some places it was really thick and we were down to 5mph. It did start to thin out, and we made to the handbrake test, cleared that, and continued. We did not clear the first competitive section Felons Oak last year. This year was worse. Failing the restart, we backed down and took a run at it. And again, And again etc. Finally crawled up feeling gloomy as failing the first section does put a damper on matters. Anyway, onwards for a coffee and chat at Barbrook Village Hall in preparation for Beggars. It was well marshalled before the section with the road kept clear before access. On occasions I had not got off the start line here slipping on the gravel. Last year cleared and this year off start to restart where fail! No chance of a run at it here and I was dismissed downhill on the

escape route. Alan keeps reminding me to take it gently with the revs. Must remember.

Riverton is fun with a sharp right but not too challenging until the car jumps out of gear! A first and on this trial a last thank goodness. Scratch another fail on the sheet. Observed test ok, never go for fastest but not to mess it up. Once did in a borrowed Marlin when the carb choked up. Bit of a queue at Sutcombe but at least we were ahead of the back marker, just. I like this hill and try to get across the ford quickly to drain water from my tyres. All went well and we cleared restart ok. Just slowing down for my coffee and cake when Alan made me carry on to make up time. Did not get the chance to thank the lady who cut a length of rope from the awning last year so I could tie up my tow strap which had been badly connected by one of the tow team and lost my bungee.

Was not allowed to stop at Wicketts Garage either but it now meant we had some breathing space between us and the back marker. Holding Control prior to Darracott where there was a 45-minute delay due to a marshal who it was rumoured had fallen and injured his shoulder, unfounded rumour as it happens. Found out later it was my friend with whom I was due to have dinner that night. Had a lovely thrash up Darracott with all those lovely turns. I was beginning to think this was a tougher Lands' End. I was right as Cutcliffe Lane stopped me and all X90s along with a large chunk of the rest. And we were not even halfway through!

On to Widemouth Bay route check with memories of three men in a Daf when the clutch went and we took the engine out put in an old clutch plate I found in the boot and made it back home. On to Crackington which according to Alan's note I hit the bank. If there was a wooden spoon, I could have been a contender. Coffee at Wilsley Down and it is still morning. Off to second Special

Wheelspin Table 2026 up to Yorkshire Dales

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	Chairmans	March hare	Lands End	Torbay	Yorkshire Dales	T&T	Kyrle	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored	
Jack	Selw ood	8	9	5	4	8	10	8	10	2										64	64	9	
Simon	Oates	8	10	10	7			8	6	7												56	7
Julian	Lack	8		6	9			8		10												41	5
Jon	Moores	8	7				3	8														26	4
Charlie	Merson				1	10		6			8											25	4
David	Middledit	8						8	5													21	3
Dean	Partingto			7				10			3											20	3
John	Early	5	5			9																19	3
David	Haizekde		3				8			8												19	3
Thomas	Jones	8			10																	18	2
David	Sargeant			4			8		5													17	3
Richard	Haywar	8						8														16	2
Abbie	Jeffery	8						8														16	2
Norton	Selw ood			3	2	2				9												16	4
Ray	Ferguso		2	9		4																15	3
Andrew	Rippon		4			5	5															14	3
Andrew	Martin					6	7															13	2
David	Turner	8						5														13	2
Roger	Teagle		1			3	9															13	3
Calvin	Moores	8						3	2													13	3
Brian	Hampso	8						3														11	2
Adrian	Tucker-			8				3														11	2
Karen	Warren						2	8														10	2
Paul	Merson									9												9	1
Paul	Watson				8			1														9	2
Steve	Hill					1		8														9	2
Nick	Symons							8	1													9	2
David	Golightly			8																		8	1
Simon	Woodall			8																		8	1
Gary	Brow nin				8																	8	1
David	Price							8														8	1
David	Foreshe							8														8	1
Keith	Sanders								8													8	1
Aaron	Haizekde								8													8	1
John	Bell									8												8	1
Stuart	Holton	3						5														8	2
Stewart	Green				7																	7	1
John	Ramsde						6															6	1
Kieran	Bartlett								6													6	1
Sam	Holmes			1					5													6	2
Richard	Kinver	5																				5	1
Ben	Ballardie	5																				5	1
Roger	Asbby							5														5	1
Philip	Thomas						4															4	1
Phil	Aubrey							4														4	1
Rob	Holden								4													4	1
Michael	Leete						3															3	1
Stuart	Highw oo							3														3	1
Danny	Gamble							3														3	1
Mark	Smith							1														1	1
Kevin	Barnes							1														1	1

Pouncy League OVERALL 2026

		Exeter	Clee Hills	Exmoor	Chairmans	March Hare	Lands End	Torbay	Yorkshire Dales	T&T	Edinburgh	Tamar	Tarka	Exmoor Clouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored				
John	Reeves		15	14	2			14	14												59	5	
Simon	Fillan	10	11	2		15	3	8	10													59	7
Mark	Wills	10	12	13			6															41	4
Ian	Thompson	10	14				10															34	3
Derek	Walter	10		8			3		13													34	4
Mark	Bow den			15	6			7														28	3
Neil	O'Connor				11			15														26	2
Phil	Sanders	10		9	1		6															26	4
Andy	Beveridge	10		6			3															19	3
Kelvin	Prevett	10		5			3															18	3
Peter	Brow ne	10					1	6														17	3
Carl	Horne		13																			13	1
Neil	Brow ne	3					1	9														13	3
Suzie	Prevett	10					1															11	2
George	Godkin		10																			10	1
Andrew	Kearns				8																	8	1
Chris	Barham			8																		8	1
Rick	Lees	3																				3	1

Pouncy and Red Rose Bowl Leagues CLASS 2026

Pouncy League		Exeter	Clee Hills	Exmoor	Chairmans	March Hare	Lands End	Torbay	Yorkshire Dales	T&T	Edinburgh	Tamar	Tarka	Exmoor Clouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored				
Simon	Fillan	10.0	8.6	4.0	1.0	10.4	3.0	8.0	8.8												53.8	8	
Phil	Sanders	10.0	R	10.5	10.1	R	6.0		8.4													45.0	5
Derek	Walter	10.0		9.8	10.3		3.0		10.3													43.4	5
John	Reeves		10.6	10.0	1.0			10.0	10.8													42.4	5
Mark	Wills	10.0	9.7	10.8			6.0															36.5	4
Ian	Thompson	10.0	10.7				10.0															30.7	3
Suzie	Prevett	10.0		10.1			1.0															21.1	3
Mark	Bow den			11.0	3.0			7.0														21.0	3
Andy	Beveridge	10.0		7.8			3.0															20.8	3
Peter	Brow ne	10.0				R	1.0	8.4														19.4	3
Neil	O'Connor				8.0			11.0														19.0	2
Kelvin	Prevett	10.0		6.0			3.0															19.0	3
Neil	Brow ne	3.0				R		9.4														13.4	3
George	Godkin		7.6	3.0																		10.6	2
Rick	Lees	3.0			6.8																	9.8	2
Carl	Horne		9.6																			9.6	1
Chris	Barham			8.0				R														8.0	1
Keith	Sams		R						6.7													6.7	1
Andrew	Kearns				5.0																	5.0	1
Julian	Harty	R																				0.0	0
Richard	Maddern																					0.0	0
Arty	Cameron																					0.0	0
Red Rose Bowl																							
Richard	Maddern		10.1	10.1	9.3			10.4	10.3													50.2	5
Mark	Wills					10.1		7.4	9.3													26.8	3
Andy	Beveridge																					0.0	0