

RESTART

The Quarterly Bulletin of the Classic Trials Worls

The official newsletter of the Association of Class Trial Clubs

Volume 37, Issue 3

November 2026





THE 2027 ACTC WALL CALENDAR

£10

With 12 trial photos and all the trial dates

To order please go to

www.actc.org.uk/2027-calendar

Can be collected at the Allen Trial or will be sent by post

For more information or non-online orders please contact Pat Toulmin

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)*

RESTART Volume 37 Issue 3, November 2026

ACTC Council Officers

President:	Simon Woodall
Vice Presidents	Alan Foster
	Martin Halliday
	John West
	Robin Moore
	Anne Templeton
Chairman	Dave Haizelden
Vice Chairman	Pete Hart
Treasurer	Paul Brooks
Secretary	Keith Sanders
Championship Secretary	Norton Selwood
M/cycle Co-Ordinator	Andy Beveridge
Class 7 Co-Ordinator	Pete Hart
Rights of Way Officer	Andrew Brown
Website Administrator	James Shallcross
Publicity Officers	Norton Selwood & Claire Tonkin

Contents

Chairman's Chat
Sect's Spin
Bike Bits & Stuff

Advertising Rates

Inside	
Half Page	1 issue £12-50
	2 issues £20
	3 issues £32.50
	4 issues £35

actc.org.uk

Final Copy Date for next Issue 31st December

EDITORIAL

Mrs Pat Toulmin
20, Thomas Arnold Way
Warwick
CV35 7EB

01926 830397
pattoulmin@btinternet.com

I'm afraid things have not worked out too well with this edition of Restart…. Microsoft decided to withdraw MS Publisher, which I used, and to have it not work at all any more…. They gave plenty of warning and I heard that an early version of this software would work offline, so I purchased a laptop and have not connected it to the internet.

When I tried Publisher on it, it would not work, so I assume the version of MS Office I used was too late. I do have an earlier version and will check with my computer expert soon if this will work, unfortunately he is not very well at the moment.

I therefore have created this issue in MS Word. I think it is OK for the online version I send, but the print version will cause our printers Hertfordshire Display extra work, but I am sure they will cope very well. One problem might be where the colour photos appear… and if there is a problem it will be my mistake! MS Publisher was really good for sorting out page numbering for print versions, so we will see.

I have purchased some different publishing software, MS Affinity, but it looks very complicated and I didn't have time to learn it for this issue, only 384 pages in the manual!! Next job on my list.....

As I send a print version of Restart to the British Library, I hope (as a retired librarian) that it can be sorted.

Best Wishes
Pat

PS To order a copy of the 2027 ACTC Wall Calendar please see inside cover

CHAIRMAN'S CHAT

After the hottest driest summer on record, we finally returned to the hills with a big challenge to the organisers to try and set a fair challenge. Great to see so many Beetles out on the hills and the overdue return of Colin and Sticker in their iconic Escorts.

With the Exmoor coming up soon I have swapped the driver's seat to sit alongside Aaron.

The top spots in the championship are hotting up and will go to the last round.

The YouTube clips posted by Sam are a great watch and does bring the action very close to home, possibly too close for comfort. The poor old wasp sure takes some stick

The ACTC meeting passed with no issue so hopefully everyone is happy, but the price of fuel is becoming a big issue for all. The new AI chat GB is a remarkable tool to edit videos which shows why the Marshall decision is final.

Just had my call to marshal the Exeter at Waterloo and SIMMs, any helpers please get in touch with me.

Torbay Trial is now beginning to get to the planning stage so hopefully can put on an enjoyable event.

See you on the hills,

Dave H …

(Photo by Dawn Bewes)



Sect's Spin

Sitting here writing this between storm Austen and storm Boelo it has certainly been a season so far of contrasting conditions for competitors and Trial Organisers. Following a long, dry summer, the weather took a dramatic turn with the wet Taw and Torridge Trial in September. It's great to see the Kyrle Trial back on the calendar again. While it now includes bikes not many had entered so hopefully this is something that will grow in future years.

The Mechanics Trial is taking place in the immediate aftermath of both storms, bringing further testing conditions for both competitors and their machinery as well as Clerk of Course and Marshalls. Looking ahead, conditions are likely to remain tough, with the going still expected to be messy for next week's Exmoor Clouds Trial.

Perhaps the greatest irony of all is that these demanding conditions have arrived during a hosepipe ban! After months of dry weather, there's no shortage of mud, water and challenging terrain to test your skills and determination.

As the championship continues towards the final Events, competitors will need to be prepared for whatever the weather and the trials throw at them. One thing is certain; it has been a season that has tested both drivers/riders and their machines to the full!

Keep those wheels spinning

Keith Sanders, ACTC Secretary

(Photo by Peter Brown)



Bike Bits & Stuff

We are now firmly back into the trialling season. Since the Summer layoff 4 ACTC events have taken place. The weather has remained dry, The Edinburgh trial was mild with some warm rain in the early hours not MCC weather, a very enjoyable event.

This year the motorcycle entries are slightly down. For example, the Tamar Trial had 26 solos entered compared with 38 entrants last year. The Sidecar entries were 4 compared with 7 entrants last year. This seems to be in line with other non-ACTC motorcycle long distance trials.

The Tarka motorcycle only trial has been rescheduled for the 15th of November and will be run in a single venue, it will be interesting to see riders' response and what the event is like.

The MCC's Exeter Trial in January 2027 is going to have at least 1 sidecar team entered, will they be in a separate class or competing against the motorcycle solo teams.

Personally, I have been involved in organising the Moor to Sea Long distance trial (ACU Trail Bike Championship round) in October which took over my life for a couple of weeks. I have ridden the Taw and Torridge, Edinburgh and Tamar trials, all good events, with both the Taw & Torridge and the Tamar having some tougher sections to sort out the bikes, making them into excellent events. My riding was not as good as it could be, not helped by me updating my Beta Xtrainer to a fresher example and entering the Taw and Torridge before I had the bike sorted. I am looking forward to riding the trials over the winter, my favourite season for off road motorcycling.



(Photo by Dave Cook)

Simon Fillan
Motorcycle Co-Ordinator





Holsworthy Chairman's Trial 2026 by Neil Browne

Brother Peter and myself rode the Chairman's Trial on 22nd February, Peter on his 500 Cheney Triumph, and myself on my 650 Triumph Metisse. Luckily, Peter had worked out where the start was located, at Holsworthy New Livestock Market on the outskirts of the town. Last time I rode the Chairman's was back in the 1990s, and we had started at Holsworthy Cattle Market, right in the middle of Holsworthy. My first surprise of the day! We had a nice coffee at the excellent Market Cafe, did scrutineering, and headed off to the first section at Sutcombe.

The route to Sutcombe took us along what must be the most potholed roads in all of Devon! – though maybe I shouldn't moan about potholed roads while riding an off-road trial.

There had been a lot of rain the last few weeks, and the stream at the bottom of Sutcombe was the deepest I've ever seen it, and plunging in, the water seemed to reach up to the Metisse petrol tank. I could hear the exhaust was submerged, which almost never happens, Anyway, the engine ran happily through the ford (one of the benefits of electronic ignition over the old Lucas magneto). No restart for bikes, so rode out to the top of the section over the rough stoney part which always gives the Metisse suspension a good workout. On the Land's End Trial, we always look forward to an early-hours coffee and cake at the top of Sutcombe, but today the garage stall was closed up.

We rode on a short distance to Special Test No1, on the lane to Instaple Farm. The test route was up the lane, loop anticlockwise around a bollard in a wide part of the lane, and on to the finish line (against the clock). On bikes, we were allowed to foot, which I always find more satisfying on a special test. The difficulty with this test was that the exit from the turn round the bollard took you through a muddy, bumpy hollow, so it was difficult to keep control over the bumps, and also not much grip to accelerate to the finish line. Quite a tricky test!

Next section was Cross Park, and dropping down to the section start, the going was slippery mud, promising a sticky climb out. The section started with a short steep muddy climb, on which the Metisse found enough grip to charge up, followed by a less steep exit on deeper mud, where I feathered the throttle enough to keep moving, and got through clean.

The following section, Craig's Climb, had been cancelled, I think to avoid damaging the land after recent weeks of rain.

On to Cutcliffe Lane, where the bikes had a deviation off to the right about halfway up, though no restart. I'm always apprehensive about Cutliffe Lane because the gradient is so steep (My first experience of this section was in the 1971 Land's End Trial, when our 500cc BSA sidecar simply wouldn't go up the gradient! Machinery has improved a bit since then….). Today, I charged up on the Metisse, carrying enough speed to take in the deviation, and rode out clean.

Unfortunately, here our trial ended. Getting back out on the road, Peter's Cheney Triumph was wobbling uncontrollably. We diagnosed the collapse of the front wheel, which we managed to re-tension enough to limp back to the finish at the expense of a ruined front tyre, rubbing on the fork leg.

Thanks to Simon Shackson and the Holsworthy Club team for an entertaining day out; we'll try to do better next time!

Yorkshire Dales Classic Trial 2026 Mark Wills Number 35, KTM sidecar

This was my third Yorkshire Dales Trial, my first on the KTM sidecar and the first time I'd teamed up with my brother on a sidecar for 30 years. We hadn't had a practice, so it was all very new on the day. We drove up on the Saturday afternoon and stayed in The Queens Head Inn overnight. We met our friends Tom O'Connell and Adam Monk who were campaigning a traditional trials sidecar (Royal Enfield Bullet) and three friends, Matt, Lee and Hayden, for whom it was their first Classic Trial. We had a very sociable evening and good full English early in the morning before setting off to the start. It was quite challenging trying to explain what a Classic Trial is and what all the instructions mean to a newcomer.

We met up with Richard and Tegen Maddern who were on the third sidecar at the start. We are got scrutineered and signed on. Our solo friends set off first following another friendly rider and we set off some 25 minutes later. We met them again at the lunch stop and at the end for a beer.

The first section, Watergate 1, was a challenging section to start, a long climb up a grassy and rocky track leading to Watergate 2. Unfortunately, the KTM engine just cut out halfway up – this was the beginning of erratic running all day. Watergate 2 was in and out of posts along an adverse grass camber finishing with a short climb out. We hit a marker post near the top as the sidecar started to tip over – we were out of practise.

Onto Dry Gill 2 through the lovely countryside. This was tricky in a twisty grass gully and again we tipped over just before the last little climb, my brother leaning over the back wheel before I had opened the throttle – it's all about timing he said.

The Strid Wood sections were again grass banks/sections very dry on top but moisture below surface. The first one was a tricky entrance dropping into a wide gully which we negotiated OK and then speeded up but didn't have time to deal with the adverse camber and read the deviation boards and ended up trying to get out of the solos exit – another fail.

Strid Wood 3 – we got going OK up the grass bank but was spinning a lot. As we built up speed we didn't go through the R Boards gate as we were concentrating on how to get round the sharp right hander onto the track. We got onto the tack but tipped up again. The sections seemed a lot tougher than the last couple of years and given it was our first time together on the KTM we were building up a cricket score.

Strid Wood 4 – we decided to let some more air out of the back tyre and take the risk of a puncture. It worked as we successfully climbed the long grassy climb and were really happy, we felt we were getting somewhere – although it didn't too last long.

Hawpike 1 was another climb up a field but this year it was more of a slalom in and out of the rushes. We went quicker into the bends to keep it moving and were pleased to get to the top. Onto Hawpike 2 where we went up around the first tree OK and then climbed up between two big trees but couldn't keep it going within the poles on the steep camber.

The sidecars were sticking together mostly with Richard and Tegen showing us how its done. The special test at Highfield Farm looked a good course but the KTM engine cut again halfway and hence out time was very slow. We had a little wait and rest at Ellers. This was a good chance to have a chat and catch up with our newcomer friends who were absolutely loving it. This year Ellers had a very tight righthand turn restart up a steep bank – which we didn't get very far up.

The lunch halt was great – brilliant sunshine, glorious countryside views and roast beef cob.

I recalled Sword Point 1 from previous years remembering the tree roots near the restart. We went well up to the restart through the trees but got stuck on the roots. Onto Sword Point 2. Another hill in the woods but this time winding around tress than a steep rough climb – we got halfway up before losing momentum and the sidecar pulling us to the left.

We filled up at Stumps Garage – great to see old fashioned "fill it up for you arrangement".

Then onto Sean's Wood – the start line was on the steep first part and the poles were set that we didn't have a choice of line. We did get to the restart line but couldn't get of it – another descent down the section. Sean's Wood 2 was another climb in the woods with a wider track this time. There were tight bends and adverse cambers – we got towards the top when the engine cut again.

The lovely weather and route continued, and we got to Brimham Lodge Farm. The section was along a grass bank so a bit of a camber for us to negotiate but we cleaned it as did Tom and Adam – we had wild celebrations!

We enjoyed the green lanes and narrow lanes to get to the Somerset Field special test. This gave us some fun – the KTM wouldn't tick over but at least it didn't stall and we had a go at getting a quick time – disturbing the watching hens. Tom and Adam also had a good go with Tom tooting his horn to disperse the hens at the finishing line.

The last section for us was West Wood 2. The start marshal called us up to the line – I wanted a run up really, but he wasn't having it. I was facing straight up the steep starting bit, but we didn't get far. On reflection we should have started at an angle to the start line and further to the left – still learning. We had the short ride to the finish and were happy to sign off all OK – the KTM did at least get us round. We met up with our friends who are keen to come back next year.

Overall, the weather was great, good variety of sections albeit quite tough in places and a very friendly atmosphere.

Thanks to organisers and marshals as always.

The Ilkley (Yorkshire Dales) Classic Trial, 2026 by David Golightly

Fifty odd motorcycles and outfits kicked proceedings off at 8.15am from the Pateley Bridge Show Field, with the cars following on at minute intervals from 9.15am. After a short run of less than 2 miles we arrived at Watergate 1 where there was quite a delay whilst the class 5 Mazda MX5 of novice entry, Lucy Moore was recovered from the section. Lucy took off from the start line with some gusto only to grind to a halt around 60 yards later when the cam sensor became detached. Undeterred the crew managed to fix the problem and were able to complete the remaining sections. We drove out the section without a problem only to be given a single point penalty because in all the kafuffle with the Mazda, I forgot to check the notes at the start and had opted for the wrong final gate to drive through. This was rather galling for we had actually cleaned the more difficult route provided for the class 8 cars.

The adjacent Watergate 2 was probably a little too easy this year as confirmed by only two competitors failing to clean it. The cars moved on to the couple of Dry Gill sections and Dry Gill 2 was probably the most rewarding section of the trial for us. The route on this section that John Bell had chosen had so many camber changes along with rises and falls throughout the entire section, it left us feeling we had really achieved something when we reached its end. A good number of competitors came unstuck here including Charlie Marson's Class 8 Ford Spitfire who dropped all of his 6 points on this single section resulting in him finishing 3rd overall. Six miles away near to the ruin of Bolton Abbey, the four sections of Strid Wood awaited us. By the time we arrived this had been reduced to three because a motorcyclist had done himself a mischief partway up section 8. Carla and I managed to clean all the three sections without trouble and were surprised to see a good number of competitors amassing high scores, especially on section 7.

With tyres re inflated we headed for Hawpike Farm for sections 10 & 11. As with most competitors we had little difficulty on 10, but only just managed the sneaky number 1 gate at the end of section 11. Many fellow competitors either didn't manage that part or failed to get off the stop/restart line. A quick skid across a couple of fields brought us to Highfield Farm for the first timed section of the day where to be honest we were too slow as usual in our 1927 Ford with its absence of front brakes. Friend and farm owner Alistair was waiting with his tyre compressor as usual and also, as usual, used this as an excuse for a cuddle from Carla. The construction of a new road had to be negotiated to reach the following section 13 going by the name of Ellers. Only four competitors managed to reach the top of this one and neither the event overall winner Julian Lack, nor 2nd placed Paul Merson were amongst them in their Class 8 DP Wasps. They scored 3 penalty points each here, but Julian took the eventual top spot courtesy of a faster time on the tie deciders. We were simply pleased to drop just 2 points at this juncture.

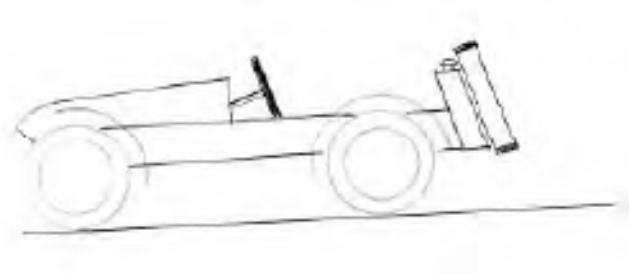
Following an excellent lunch break at Norwood Social Hall we made our way to Sword Point 1, section 14, where we were the second car to arrive. The first car managed to stop not far from the start line, and the marshal didn't have any information of the deviation route. So, with no tyre tracks to follow and no information, I drove too slowly, trying hard to second guess the correct route. This approach resulted in a very poor 10 points score. I'm confident more pace would have resulted in a far better performance. Moving on to Sword Point 2 there was more disappointment as our vintage machine just doesn't possess sufficient steering lock to negotiate really tight turns, so another 7 points were tossed away into the wind as we stopped against a tree. It was some consolation though that we managed to edge Brian Coleman, the eventual 1st Ilkley & District member home, by a single point on this section. Following refuelling we arrived at Sean's Wood for two sections which were interesting and tricky but were a little too dry. These sections didn't trouble us, nor many in the field and the same could be said for section 18 Brimham Lodge.

The second timed section, Somerset Field once again proved we are just plain slow unless traction is at a premium. In reality though a faster time would have only moved us up one place in the pecking order to 11th place overall and we still won Class 2 anyway. A couple of road miles brought us to Section 21, West Wood where once again we dropped nil points, unlike nine of our fellow competitors. It was pleasant to have just a 2 ½ mile run back to the Show Ground where Ilkley stalwart Stan Peel was doing his usual great job of collecting for the local Air Ambulance. Simon Oates won Class 7, whilst Sam Holmes managed the same feat in class 4, as did Simon Knight in Class 5. Whilst The Best Novice award went to Danny Gamble.

We enjoyed this year's trial more so than those in recent years thanks to John Bell's understanding of trials and the effort of the whole Ilkley team. We will definitely return next year, though a little more clarity on the route deviations wouldn't go amiss. Our thanks go to all the landowners, organisers and marshals who made it all possible.

David Golightly and Carla Smith.

THIS SPACE SPONSORED BY
RUTH & ROGER ASHBY





Yorkshire Dales Photos

by Gary Plimer Motorsport Photography

on Strid Wood

Iain Daniels & Thomas Pailing
Class 8 Locust Spl



Andrew Isherwood & Hilary Farbowski
Class 2 Dellow Mk 1







Kieran & Stuart Bartlett,
Class 8 DP Sports

David Sayer,
Class A BSA B40

Rosie Holdsworth,
B3 Honda TLR200

Mark & William Willls,
Class D KTM LC4





Edinburgh Trial by Dave Cook on Booth Farm

John & Pauline Adams, Suzuki X90



Calvin Moores & Ryan Eamer, MG Midget

Brian Courage & Alison Daniels, Class D Wasp Outfit



Edinburgh Trial 2026 by Mark Wills, Number 32, Beta Alp

I had an interesting few weeks before the Edinburgh Trial. I completed the Presidents Challenge, rode in the Llangollen NBBC pre-65, went to the Manx Grand Prix (to spectate) and the Manx classic two-day trial. The racing schedule was changed due to forecast poor weather, so we only got to see a day and a half racing. However, we took the opportunity to do a day of green laning which was very enjoyable. I rode the Manx Two day on my triumph twin in the Clubman class and had a really good two days in wet weather around the lanes and private land of the island. Home for a week and then down to the VMCC Cornwall rally and a few days camping. Weather was good and I rode several days on my 1954 triumph T110. The rally is a very sociable affair. This was a warmup for the Moto Piston rally in Spain in late September. Following the Cornwall Rally I immediately went back down south to ride the Taw and Torridge on my KTM sidecar with my brother.

It was the first time my wife and I had been to the Moto Piston rally and ridden our classic bikes in the Picos Mountains. I took my T110 and 1929 Scott, my wife took her early Sr250 Yamaha. It was a brilliant experience.

However, just before we left for Spain, I fettled my Beta Alp only to find the rear wheel bearings needed replacing. A little panic set in as I knew I couldn't get the bearings and fit them in time. Luckily, a friend agreed to sort it for me whilst I was away.

We returned from Spain late on Tuesday night, so I did our final preparations, collected my Alp, fitted route books, getting kit together etc, on Thursday evening.

We, Joseph and I, arrived at the Great British Car Journeys Museum trial start venue at about Team Woodbine 20:00hrs. We met up with many friends and riding companions. I met with fellow Team Woodbine team members Simon and Dave. Dave was running at number 2, me at 32 and Simon at 66, so we were not riding together but caught up for a chat at breaks and at the finish. As a Team we were challenging for the Team Award and Team Championship, so we were all keen to do well.

The weather was kind to us for the majority of the event with just a little rain about 3am for an hour or so. I was in my full old original Rukka suit which proved right for the night but far too hot for the sunny morning and early afternoon.

Joseph and I set off on scheduled time with riding friend Ian who was riding a 350cc Beta Alp. Joseph and I were on the Beat Alp 200cc.

In terms of memories of sections:

Ballindon – we arrived at the section as Ian pulled up alongside there was a very strong smell of burning oil. He was in a cloud of smoke – bike covered in hot oil. I guess the oil return pipe had cracked and was discharging oil over the engine – end of trial for Ian. First section successfully completed Joseph and I went on.

Haven Hill – usually a "drive through" had a restart box on the main track which was very dry and easy to get off.

Hob Hay – waiting in the queue at Hob Hay a rider friend just behind us had a bit of a dizzy spell and needed first aider attention. We assisted best we could and this caused a short delay while he was supported. We went up the hill and took the diversion into long grass. I wondered where the ruts were but couldn't see in the long grass so held steady and saw a direction arrow some way past the gaggle of marshals. Headed to the arrow and turned left to exit the section, all OK I thought. Whilst waiting we could see some riders' headlights bouncing about and stop/start, so some were caught out here.

Cliff Quarry – signage was clear on the night, and a new deviation and steep climb out was good. It was, again, very dry so not difficult.

Deadwood Test – this test was interesting as in the dark circling a cone which was on a camber and wanting to get a quick time – which I didn't achieve but at least completed it correctly!

Tumble Trees – enjoyed the brief stop for petrol at Whites of Calver and then off to Tumble Trees just around the corner. A more challenging rocky twisty section but very dry and successfully climbed.

Highcliffe – a section reintroduced to the trial which was a typical Derbyshire Lane – all quite straight forward.

Haydale – I was surprised by the loose stones on surface and the short section, lane got harder and harder after the section.

Carlton – usually straight forward on a solo – it was this year. I failed the restart in our Marlin some years ago, so I always treat it with respect, nevertheless.

We enjoyed the breakfast stop at Monsal Head and looked forward to the warm dry morning to follow. The views on the trial were brilliant and from Monsal head down the valley was just stunning.

Litton Slack – the start line was moved up to the gateway this year and some stone had been put down in the wheel track ruts at the start. Bit of rear wheel spin as I took off but dry ground and the restart area was firm so another successful climb.

Priestcliffe - another section reintroduced to the trial again a typical Derbyshire Lane – all quite straight forward.

Cookscrew – the order of sections and route had been changed significantly from previous years and hence Corkscrew was earlier in the trial than usual. It's the main challenge, in my opinion, on the Edingburgh. Concentrated hard – rode it quite quickly and in control – I was well happy. Joseph had a good climb also.

Booth Farm – the short grass climb section in beautiful surroundings – particularly when it isn't raining hard and blowing a gale as it often has been in previous years. We picked up a newbie friend on the way to the section so rode with him to the end of the trial which was great. We were able to give him a bit of a briefing as we got to sections.

Rakes Head – we had a really nice break at Hollinsclough tea stop, excellent refreshments and very friendly locals. Rakes Head Lane has been closed for a few years now, so it was great to see it open and back in use. I t had been graded and so was easier than I remember, the re-start was OK. We turned left too early after the section and did a detour and U-turn, but we were on time OK.

Excelsior – always a good challenge. The restart can be tricky. On the corner and very rocky. I git away OK and was relieved to have done so – I didn't make it look easy though.

Hollinsclough Moor – another typical Derbyshire rocky rutted lane but the re-start was in a spot that made it son so easy – we cleaned OK though and carried on to Excelsior.

Dudwood – Mr Middleditch had made it more interesting than I had anticipated – with detailed map before the start to show what to expect – a good section in the woods which needed concentration for a successful attempt.

Robin Hood Test – the second observed test. Again, Mr Middleditch had changed the test layout from last year to make you think about it. I tried to go fast but stayed in first gear to go onto the grass and round the tight left hander to Line B, managed to get away OK and into second gear to Line C – but it didn't feel quick enough to challenge Joseph and the quicker boys.

Clough Mine – both Clough Mine section layouts for Class B were different to last year. Clough Mine 1 was actually an easier route than last year so very straight forward and the dry. Clough Mine 2 was also very dry and with the re-start removed for Class B became another straightforward section.

Relaxing ride back to the finish at Monsal Head and a nice chat with friends and basking in the sun.

Overall, another great Edinburgh organised by the team = thanks so much to all who help put it on.



Mark on Booth Farm

Photo by Dave Cook

Edinburgh Trial 2026 by Garry Hirons

This was my first MCC event on my new Gas Gas EC500. I had bought the bike nearly 12 months earlier but only managed to ride it three times. It is clearly a fabulous thing being light and having excellent suspension and brakes. This was meant to be a step improvement over the BMW G650 XCountry I have been riding for the past few years. Let us see.

As per usual, I was riding with my teammates John and Charles. The three of us had entered as a team but something had gone wrong in the entry system as we were starting half an hour apart. This issue disappeared as after scrutineering Charles' Alp decided that it was no longer going to run. A quick strip down by Charles and other competitors caused a broken fuel filter and much cranking a flat battery. To overcome the broken filter my Gas Gas did the decent thing and provided the fuel cap breather hose as a replacement fuel hose for the Alp. In the meanwhile, John and I started the event at our allotted times before returning to the stricken Alp. This hose sorted the Alp still would not start. Turns out the old 'tap the carb' trick worked. It seems the float needle had stuck in the closed position.

Finally, on our way. Usually, I start the route reading but this time it proved most difficult. John had sorted the route into an easier to read format and shared it with the team at a much larger font size. I had printed mine from an iPad which decided to print it smaller. I had not noticed this until I tried reading it in the box, in the dark, doh, almost impossible. Thanks, John and Charles for doing almost all the route reading.

Anyway, onto the trial. All the early sections proved to be easy enough. Until we arrived at Hob Hay with quite a queue. Turns out there has been a medical emergency with one of the early competitors. The Marshalls managed to sort this and after about an hour we were back on our way. After the fuel stop, we turned into a more challenging section. A steep rocky climb through the woods, straight off the road. This section proved much rougher than in previous years, but we all managed a clean. This rocky roughness was a signal to plenty more to come.

The weather had been excellent so far, warm and dry, until the drizzle started. Shortly after, it was the middle of the night snack break. Whilst here, the rain turned horizontal. Luckily, there was a large lean to cover for us all to hide under. The rain stopped shortly after leaving.

Breakfast Stop at Monsal Head Hotel. As we were queuing, the payment system failed. As this is a cashless venue we had to wait whilst the internet was rebooted.

After the compulsory break time we headed off in daylight to Litton Slack. This provided the first failures for the team. John advised 'get over to the left on the restart, it is less steep'. This I duly did, restart I did not! Four or five attempts and the Gas Gas would not move, a Marshal tried to guide me back down the slope but one more attempt on the mud rather than grass and away she went. Charles had similar trouble on his Alp. A double failure. On we went cleaning the next series of sections. There were many really rough green lanes along the way, some of them tougher than the sections! This was ok for us until coming back along Macclesfield Old Road from the end of the Goyt Valley into Buxton after Corkscrew. Unfortunately, John had a pinch puncture over the rocks. We parked up on the pavement in front of the church by the traffic lights to change the tube. This was a real team effort, Charles provided the stand and 18" tube, me the lubricant and compressor and John the main effort in replacing the tube. Luckily, the was successful and we were back on our way.

Back to Corkscrew, I was hoping to fly up this with the new Gas Gas but unfortunately, I did not carry enough momentum and stopped near the top. As is often the case, recovery was not required as I managed to get going again and ride the rest of the section clean. How is it we can manage to stop on a section, fail, but still be able to pull away again? Of we went, Dudwood (usually Mudwood) was dry and grippy but had what seemed a really complicated instruction board at the start. This set out the different routes for different classes but proved straight forward in the end. Onwards to Clough Mine. This was approached this year travelling downhill on Old Clough. This was a rough challenging descent, very enjoyable. Into the Mine itself, I have had trouble in the past on the first section, usually due to lack of grip. This time there was plenty, but I still managed to go a bit too slowly and fell into the bank, doh, final medal hope gone.

We all completed the ride to the finish at Monsal Head. I felt a wave of disappointment with my performance on the new bike. This thought was later replaced with satisfaction in enjoying a good ride with my teammates and overcoming a few technical challenges along the way. As for the Gas Gas, it is fabulous, it just needs the rider to get some more practice to learn its abilities.

Bring on the Exeter.

Derbyshire 2 Baldrick 0 by Myke Pocock

Last year's Edinburgh Trial for me was not my finest hour for a number of reasons. Baldrick, my Skoda Estelle, was afflicted with a gear change issue that meant it was problematic to select any gear meaning somewhat erratic progress at times. I had tried all I could to adjust it with little effect before the trial. My usual passenger was otherwise disposed so a plea on the trials Facebook page saw the first offer from Julian from London. He was no stranger to green laneing bikes but a virgin trialer. Nevertheless, my idea was to encourage someone new to the sport so various emails were exchanged with, hopefully, useful guidance. Come the day and when he finally turned up at the start we went to Signing On only to discover he had left his paperwork behind but fortunately had email backups to satisfy the girls. We set off with good intentions, but it became obvious that he was suffering early morning syndrome and was very tired.

Finding Tumbletrees was a nightmare and we spent too much time trying to get to it that when we did arrive, they had closed but fortunately the marshals were still in place including recovery, needed as we failed at the top. If I had used the sense my parents gave me, I would have realized that the Route Book contained a what3words location! Deciding to cut and run to breakfast across country, on a hairpin bend the near side door swung open, quickly pulled closed by my navigator. On arrival at Monsal Head we discovered that Julians rucksack had parted company through the door and it contained his wallet, mobile and other important bits and pieces. Back track took us about 30 minutes in the hope we could find it and wonder of wonders, there it was lying on the verge. What luck! We did a cut and run to Litton Slack and put a little gloss back on a bad day (with more to come!) by cleaning it then capitulated completely and returned to the finish venue and to see a very tired man set off back home. Reversing Baldrick on to the trailer was accomplished as usual but moving forward to get the trailer balance right resulted in, well…. nothing. The gearbox was locked solid.

Fast forward a day or so and a look into the gearbox showed a sheared bolt head sitting on top of the crown wheel and it was this that had jammed the box solid. Further investigations when the box was split showed three of the six securing bolts sheared and bits of the diff cage broken off. I run a BMW diff unit as it is much stronger than the Skoda one and the modification had originally been discovered by Colin Perryman who trialed Skodas and BMWs. The gearchange issues turned out to be a weak pressure plate so as I had the engine and box out decided to revert to my original SUHif carburetor having tried bike carbs for some years with varied success. Plenty to do then. However, garage time was interrupted when I was press ganged by the MCC's Chairman, Steve Harris, to organize a two-day Northern celebration of the club's 125 years. This meant repair time extended and until this year's Edinburgh trial I hadn't done another in between.

Repairs completed, MOT passed with a minor advisory and a PCT near Berwick on Tweed was a good try out of the fresh diff unit, carb and clutch. Trial entry put in, B&B booked and countdown to the Route Book arriving by email in plenty of time to edit it to suite my navigator who prefers every route instruction on a separate line and to delete any instruction not applicable to us. Those who found the start venue played a blinder with plenty of trailer parking available and loads of space to park up prior to starting. The icing on the cake was being able to look at some of the cars on display in the museum and revive many memories. I could have taken quite a few home with me but ér indoors may not have been too impressed.

An efficient scrutineer and signing on and snack to ready us for the days challenge. At 1:50, close to the tail of the event, we were off after passing the handbrake test, with our first challenge to be Ballidon, a relatively new section to The Edinburgh. By the time we arrived, there was a steady drizzle with a delay as a couple of cars in front failed and a Ford Ka had to reverse back down. The section is on hard packed stone with two tight right and left bends but cleaned with no drama remembering to follow the specific instructions about silence, speed and dipped lights and remembering to thank the marshals sat out in the dark and damp. Haven Hill with a Restart was our next challenge, again on a packed stone surface and dispatched again with ease.

The run to our next challenge saw the fog descend for some miles but at least the rain had stopped. We arrived at Hob Hay, a rutted and slippery track off a roadside with a right-hand bend towards the top. On arrival there must have been a good 20 plus cars in front with no sign of movement in the queue. Action could be seen sporadically on the hill, but we gathered that there were many failures meaning recovery to the hilltop. Subsequently it appeared there were a few health issues with a competitor and a car off the track. With no information coming through we eventually waited for around two hours before the section was cancelled. Undoubtedly there was frustration amongst the waiting queue, including us, but the reported verbal abuse to marshals on the hill is totally unacceptable and it would be as well for those miscreants to seriously reflect that if it were not for the volunteers taking many and varied positions on the trial, they wouldn't be able to play. Hopefully sanctions will be applied where applicable.

Due to the delay, by the time we arrived at the Blueberry Kiosk break, which was meant to be for 30 minutes, it was a quick in and out before setting off for Cliff Quarry. Fortunately, the restart for my class is a thing of the past but in its place the section ends with a left-hand 90 and steep exit. By the time we tackled the section it was light and I was able to see the ruts on the steep part as I spun to a halt in clouds of smoke. Dave Middleditch was on hand to inform us that it had rutted up during the day. No consolation though as thoughts of gold evaporated there. Dave must have had a full day as he was at Scrutineering, marshaling at Cliff Quarry and down to marshal on Dudwood later on as well. Top bloke.

After the simple Deadwood Observed Test, we were off to Whites of Calver for a petrol top up where we came across Marc Schafer and Enno Schmandt in their BMW 316 all the way from Bonn. I was able to tell them that their near side rear shock absorber bottom mount had failed but they soldiered on, and we saw them a few more times later.

As mentioned earlier, I had tackled Tumbletrees last year and remember the vicious large, permanent rocks on it and steep exit. This is the kind of section that would be great with much more power and the ability to trickle but not with 1300cc of Skoda power so go for it and suffer the cacophony of bumps, crashing and bangs. A Clean was worth celebrating after last year's failure. Back on to the road route only to have the air in the offside rear tyre approved for early release meaning a quick spare change and discovery of a bent rim, one of three on the day. Like the guys in the Scimitar and the German guys, we missed the very minor left on to a gravel track in the route book and had to back track to finally find it. Perhaps an orange motor sport arrow may help here?

I became aware of a consistent vibration from the rear end which gradually worsened eventually leading to us pulling up to investigate. Running a BMW diff means I also use shortened BMW drive shafts which secure to the Skoda stub axle inner flange by machined adaptor flanges. Three of the six bolts had disappeared, and the others were very loose and without an Allen key to secure the remaining, although they wouldn't finger tighten as the threads had been damaged, it was early bath time for us. What a shame but an incentive to go back next year to halt the failure history of two years. More garage time to machine a replacement as the threads in the adapter are, well…… not threads now! Our trailer was 27 miles away at the Great British Car Journey, so we set of very carefully and were lucky to get to within less than 2 miles before the shaft eventually capitulated.

We decided to, at least, see some action so made our way to Excelsior to view the action. We were able to see the majority of cars and some bikes go through. Full marks to two of the marshals for their actions when a biker took an unplanned left hand turn just after the Restart line and fell off. Despite his protestations to the contrary, they were insistent that he take a few minutes to gather his thoughts before proceeding. We saw no failures among the cars and witnessed a variety of techniques with the most spectacular being the three BMW 1 series cars, running one after the other and all attacking the Restart area with venom! The most impressive restart, however, was by Adrian Tucker-Peake in his MGF who uniquely stopped tight to the left on the bend and just in the Restart Box with his front axle then drove away very gently. An expert at work!

Many thanks to all that spend many hours organizing and marshaling, not to mention the time needed post-trial calculating the results and all that goes with that.

An MCC Newbie's Take on the Edinburgh trial by Mike Dinsdale

During the mid-70s my early days in motorsport were spent in the highly competitive world of circuit racing in a Lotus Formula Ford car. I chose this formula to compete in because it offered very close racing in proper racing cars and it seemed the best chance of progression through the ranks to higher levels…. if you had the talent, the best equipment, the determination and, of course, the money. After 3 years competing on most of the racetracks throughout the UK having thoroughly enjoyed the experiences, my budget forced me to take a break.

What I didn't expect that I would return to a new form of motorsport some 50 years later as a passenger in Classic Trials. Recently 'roped in' by neighbour Adrian Tucker-Peake as a trials marshal on various Midland events and liking what I saw of this unfamiliar realm of motorsport, I readily accepted his invitation to passenger in his Cl. 6 MGF on some ACTC one-day competitions. Wading through storm Bert in the Mendips on the '24 Allen Trial and hustling across the Cotswolds byways in this year's March Hare were both great full day Classic Trial events to give me experience to prepare for something even more challenging.This epic challenge lay in the MCC's Edinburgh Trial lasting over 18 hours and covering nearly 200 miles around the Derbyshire Dales. This was one of the 'big ones' and my preparation was to study OS maps, the '25 route book and previous notes until we were able to download the official '26 route book.

Friday October 2nd at 9pm and Adrian and I were all packed up and ready to hit the road north to Ambergate. A lovely clear sky and mild evening with no reported traffic issues enroute meant we should be arriving at the Great British Car Journey in good time. However, we didn't expect a late-night diversion around Burton which put an extra 30 minutes onto our schedule! Still, we had left with time on our side and the final stretch along the dark and twisty A6 in the Derwent valley was suddenly illuminated by the car park of the Great British Car Journey with a collection of 100 plus trials cars and rows of bikes. All parked neatly and looking immaculate in various bright colours gleaming in the spotlights….it certainly was a true spectacle.

Immediately welcomed by a band of officials we quickly readied our car for scrutineering, got signed on in between chatting to all the trials fraternity who had gathered at this superb venue. Although the museum was closed, we had to walk through the main hall to the desk ladies and had chance to gawp at the displays……must visit another day! Final preparations and checks done and ready for our departure so here we go and depart on schedule at 12:59 – a first pitch black start for me!

Off to Ballidon into the night air with the moon shining brightly with not a car in sight this began as a very pleasant run but shortly we came up to a train of slow-moving fellow competitors. Could it be the Ford Pop at head of the pack? Whatever…. this was going to be follow-the-leader for a while; however, it allowed me good practice in following the route book at night. We arrived at the first section at Ballidon in good time and had a nice untroubled dry, clear run up. Haven Hill followed and came up quickly - soon we had our first Restart. Marshals on the start line mentioned drizzle in the air…. the moon had disappeared, but we were up and through with another clear run before the rain started.

Now I had to really concentrate as we had to drive to Hob Hay 25 miles in the rain and the route book seemed to me a little hazy. The morning was still 'young' and with cars following us we were guided on and off tarmac roads carefully following the route and amazingly arrived an hour ahead of our scheduled time. Not a good sight in front though was a long line of stationary cars and all queuing. Walking up to the head of the queue to try and find some encouraging signs confirmed our thoughts of this section. The roar of engines and the flash of spotlights from recovery vehicles helping stranded competitors meant one thing and that was the section was posing a real challenge – little did we know the full story. After a wait of nearly 2 hours, it was our turn to tackle the climb. A great start and cleanly up to the Restart……then on to the bleak black summit, far removed from Oulton Park on a sunny race weekend!

We haven't got time to waste so on we go and made good time to arrive only an hour late at Cliff Quarry. Without any queuing we were off and immediately into the section, which was heavily wooded, extremely undulating and had the most unpredictable tightest turns possible. Adrian picked his way through with commensurate skill to give us another clear run, quite a thrill blasting out the top in the dark! Shortly afterwards we tackled Deadwood our first timed test which was a whip around 360 degrees, then full throttle and stop astride the finish line. The finish line marshal was mightily impressed and said so! After taking on fuel and coffee at Whites of Calver, we then made for Tumbletrees with daylight just starting to break….

Tumbletrees was reasonably dry but rocky with an almighty steep hurdle over the finish to regain the tarmac road. Once over this beast we took a breather to admire the view across the valley. With the sun rising and the low mist in the valley this ethereal sight was quite memorable. Now with good light we headed for Haydale and Calton where Adrian trickled the MG off both restarts to gain clear runs. It had been a long night (to me at least!) and we were hungry for that breakfast so let's get to Monsal Head Hotel. A cracking venue on such a perfect day. The views are incredible and the breakfast…. How they manage to get 2 sausages and 2 eggs to fit onto one bap I shall never know. Fully refreshed we made the short trip down to Litton Slack where the very dewy conditions were making the slippery climb a challenge for many. We made a great start and passed the A board but sadly did not get much further.

Without further ado we made the long trek to the infamous Corkscrew near the Goyt Valley. On arrival we found a line of stationary cars waiting their turn. After an hour we took our place on the start line and off we went and then stopped perfectly at the Restart. At the drop of the flag, we failed to move more than a car's length and disappeared in tyre smoke with a very disappointed driver who enjoys this tortuous climb. Off next to Booth Farm, a dry, grassy track which didn't pose any problems giving us a clear run. We remarked on the weather's contrast of cosy suntrap section this year, Adrian having made a class winning climb a few years back in torrential rain!

Now for a short break at Hollinsclough tea rooms. What a quintessential sight it was. An old English village surrounded with an array of wonderful Classic trial cars and enthusiasts all enjoying the sunny afternoon. Now eager to make up for earlier disappointments we headed for Excelsior. Weather had been perfect and now near the village of Hartington there were many spectators to watch the action. No waiting again, we hit the climb and the dry, rocky, boulders with gusto as we motored up to the Red Restart. Our red rocket was well able to deal with these large rocks and launched beautifully out and up to the finish, hopefully demonstrating to the spectators just what these production cars are capable of. Very satisfying for us both.

Dudwood followed which because of varying routes for classes was a very well-illustrated on a large map board approaching the section. What I didn't know was that it would be so dark, twisty and unpredictable, yet the MG leapt up and around, then the finish line marshal declared that we had just about passed the line….as he was standing directly in front of us - I think Adrian was thinking of the marshal's safety! Another great clear run.

Now to the Robin Hood timed Test, one that he's enjoyed for so many years. With the sun very strong but low in the sky we took to the start line. Without seeing any plan of the test course, we asked the start line marshal about the layout whereupon she advised us to proceed to the cones and all would be clear 'over there, then up the track to the finish timekeeper'.

Off we go at speed and turned sharp left into the cones at box B. Stop and reverse out. Straight forward to C but the low blinding sun coupled with a surprise chicane to negotiate: a strip of tape had been draped across the track at a level we spotted far too late…. we should have veered to the left and around this 'obstruction'. Naturally not best pleased we stopped abruptly astride C the finish line and the lady marshal confessed that it had caught out quite a few…hmm. Finally, we made for Clough Mine for our final two sections which we cleared beautifully and now all left to do was make our way back to Monsal Head, sign off and meander amongst many weary but cheery souls.

Reflections
My route guidance hopefully improved over the 18 hours but on the occasion when I did go astray the invaluable What3Words came to my rescue. Whilst we had some disappointments, we came away delighted that Adrian's reliable steed MGF 'Freddie' had been as faithful as ever, good for taking us back home, albeit with slightly wonky steering after a scarily knobbly 'green lane' leaving Corkscrew.

What a superb event. Full credit to the organising team and to all the marshals, officials and volunteers who have made this event possible and kept it going since 1904. The weather couldn't have been better and those views over the Derbyshire Dales were stunning. To hear a Cornishman say that the scenery in Derbyshire was better than back in Kernow is quite some statement :)

Certainly, this event was something completely different than a weekend of motor racing. Formula Ford racing in the 70's attracted young, sometimes very inexperienced drivers who were desperate to reach the top as quickly as possible. The extent that some would go to gain advantage with their equipment or with their driving technique was always staggering and naturally the Clerk of Course was always threatening all the Formula Ford gang. After a long build up and practice session the adrenaline at the start was always incredible. To be amongst a pack of 30-plus cars entering the first corner was invariably hair-raising, where you are often at the mercy of your competitors' actions. Sometimes we were flagged back to the grid to do a RESTART!

Now in Classic Trials the competitors are responsible for their own actions, whilst the meaning of the Restart is completely different!! With a wide age band of competitors and mixed car classes all intermingling, the atmosphere is one of genuine friendship and openness. It is clear that everyone involved is passionate about this sport and rightly so. This is true grass root motorsport at its best and the Edinburgh 2026 trial was a superb example.

The Kyrle Trial 2026 by Norton Selwood

Having never driven the Kyrle before, I was delighted to see the event was being revived for 2026, under the new leadership of Tom Aubrey and a small team from Ross MC. The event had a new look this time around, with the well-known Forestry sections in the area no longer in use, instead replaced by several new hills. This meant all of us were in the same boat with most of the hills, we didn't know what was around the corner!

At a tricky time in the calendar, just 5 days before the Edinburgh, a modest entry of 32 took the start near Whitchurch, with rain in the air for the first time since we'd all had a drenching on the Taw & Torridge a couple of weeks before! That meant conditions underfoot, especially under the trees, were very dry. Nonetheless, we set off in the direction of the first special test with the wipers on.

A tricky test to get us going, not aided by the rain, as it was downhill, on grass, including a reverse (back up the hill) to get all wheels behind Line B. Most took it carefully and made sure not to overshoot line B or C, although over a quarter of the entry took a slowest time here for getting it wrong. Happily, we did alright, although fastest time went to my younger brother, so still room for improvement!

The first 5 sections were all in the Wye Valley, and all new to the trial. French Lane 1 & 2 were the openers, followed by Rookery Lane and the second special test, which was a blast between the hedges (FTD Tom Walker in the Liege), and finally Mork Lane 1 & 2. They were traditional type lanes, with restarts and tyre pressure limits in places to keep everyone on their toes. Ultimately, the very dry weather meant these were all cleaned by the majority, but they made an interesting and I think worthy addition to the trial.

The enjoyable and perhaps gentle start to the day soon came to an end though, as the trial then made its way to Goldsmiths Woods, hills more familiar to those who had done the Kyrle in the past. It soon became clear it was dusty conditions under the trees, but the organisers had been busy catering for these conditions with markers offset from the track, along with deviations and restarts to challenge the field.

First up was Griffins Way, and I walked up to the start line just as Peter Ashford drove the wrong side of a craftily placed 11 marker, set over to one side to tighten up the corner. First points of the day for him and indeed Simon Oates who also fell foul. The upper part of the section wiggled through the trees and didn't cause too many other problems. The next section, Howard's Way, was the first real stopper of the day, with a difficult, cambered restart proving insurmountable for all of Class 7 and 8. The saloons didn't have to stop which meant they sailed through the restart, but a tricky wiggle through the 3 marker took the first points off of many, including Karen Warren, Nick Deacon, Dave Sargeant, David Golightly and Kieran Yarwood in his Fiesta.

The trial continued through the woods to Widow Maker, one I remember doing with Dick Bolt in the Escort a number of years ago. Ground clearance was the issue that day, but no ruts in sight this time around and another deviation up a bank and around a tree made this section a real blast. Class 7 had a tough time here, with eventual class winner Paul Watson pinching a point on the rest of the class to score 6, while 4 cars in Class 8 picked up points here, including Ian Davis in his familiar Buggy, back after a short hiatus.

Next up was the infamous Pillbox, albeit with a difference, as the big trees that used to surround the hill have been felled, meaning the hill was at the centre of a bit of a natural amphitheatre. It soon became clear that it was just as dry as the hills we had encountered so far, so combined with the gradient, I found myself pumping tyres up at the bottom rather than letting them down! However, my tactics didn't work, and I was soon reversing back down having come to a grinding halt at the 7. Sam Holmes had a Class 4 leading climb to the 4, only bettered by Simon Oates who scored 3 and Karen Warren, who sailed right out of the top, a brilliant climb. Class 1 and 2 (sensibly) had scoring relief here, although it was Class 8 that were left wanting it, as their restart at the base of the hill, that had looked grassy and fairly straightforward to begin with, soon unearthed some slippery tree roots and brush left behind after the tree felling. Julian Lack had best performance here, crawling to the 9!

Next up was Goldsmiths, which didn't cause too many problems, although Dave Sargeant had a poorly sounding Beetle by this stage so dropped 4 here. A bit of fettling at the bottom meant he could carry on and finish the day, albeit with persistent gremlins. Goldsmiths 2 was my idea of a nightmare, with dry conditions and a steep start to the hill. Sam Holmes took off and sailed up over the first rise and out of sight, but I failed to follow, coming to a stop at a lowly 9. Tim & Hugh Hellings obviously felt some sympathy for me so decided to stop in exactly the same place, which made me feel better, cheers boys!

We had a short lunch halt at the bottom of the woods and then headed off to St Wulstans, a new venue down in a bowl, which hosted 3 sections. The first 2 were laid out in front of us, starting on grass before going onto ferny type ground nearer the top. The gentle rain had made the grass slippery, and the new Clerk had been busy, reducing the tyre pressure limit for the higher classes so as not to make it impossible. St Wulstans 1 saw a great range of scores, with a tricky restart on a sharp rise catching all except 3 in Class 8. Jon Greenaway in the lovely side valve Cannon made a fantastic getaway, and he was joined at the top by Derek Tyler, returning to the fold in Adrian Marfell's old Class 8 car. There were several 10's here, me included, as several people missed the 10 gate. I'd love to say that's why I failed it too, but the truth is I never got there. One clanger and lots of noise later, I was on the start line of St Wulstans 2 and letting more air out of the tyres!

Strangely Class 8 faired better here, with all except 3 cleaning it this time, but the saloons had a tougher time of it, with only Sam Holmes and me getting to the top, which made slight amends for what had happened moments before! 7's were the order of the day, with a slippery right hand turn up over a bank causing the problems, although Peter Hayward did well to climb to the 4 in his Escort, and Peter Hilleard secured 2nd in Class 7 by climbing to the 2 in his Marlin.

The last St Wulstans section was hidden from view on the other side of a copse. The cars in front of us set off quietly along a narrow track before making lots of noise out of sight. Not having a clue what to expect we decided to leave the tyres alone as it had served us well on the one before. The track ran alongside a stream and a hedge, before turning sharply up through a gateway and into a field. My passenger Henry kicked me into action here, shouting at me to get going, and his advice served us well, and for good measure he even bounced us out the top. This proved to be another tough restart for Class 8, only Iain Daniels and Ian Davis seeing Section Ends, while the saloons fared better here.

The trial then headed for the final 2 hills of the day. Before the penultimate hill, Teepees, we had a diff test, which is always good to see, before attentions turned to what appeared to be another tricky hill up under the trees. The lower classes had a restart, with Class 8 deviating to a restart of their own, effectively parallel with the other but on a nasty tree root the other side of a small tree. Jack Selwood and Tom Walker, both cleaned this, leaving them tied on 25 points apiece, the Class win going to Jack by virtue of special test times. Sam Holmes got off the Teepees restart and cleaned the hill to win not only the class but the trial, only dropping 4 all day. Karen Warren also cleaned it to take 2nd overall on 11. The rest of us in Beetles dropped 7 here, before heading to the final hill of the day, Eric's Ramble. This was a gentle finish to the trial, with a straightforward restart for all classes, meaning everyone finished with a clean. After pumping the tyres up and swapping scores with Dave & Tim, and working out we'd all been thoroughly beaten, we headed to the finish at the Ross MC clubhouse to round out a great day's sport.

A big thank you to Tom Aubrey and his organising team and all the marshals for what I thought was a great 'new' Kyrle. A good mix of hills, with a challenge for all, and we were signed off by 3pm! I believe the Kyrle will be moving back to its 'traditional' time of the year in April for 2027, so I look forward to having another go in a few months' time!

Kyrle Trial 2026 by Philip Aubrey

Around the middle of July, the planning of a route with Tom as Clerk of Course started. Trips out to walk lanes then came the work later-on in mid-August to get a working party together to cut back and clear overgrown sections in the private woodlands. This year's trial was going to be a little different to previous Kyrle Trials. Tom wanted to use green lanes in what is known as "The Hundreds", some of which are used by South Gloucestershire Motorcycle Club for the Wyegate Trial, which did not run this year. P.R. work was carried out with most people being very interested as they had only seen motorcycles and 4-wheel drive vehicles attempt the lanes. Hedges and banks were cut back by club members together with tractor and verge trimmer, which saved us a lot of work. With the undergrowth cut back, fallen dead trees cut up and moved most sections in Newton Court were okay. A friend looks after the wood so arranged for him to cut the rides with his County tractor and swipe. Goldsmiths had been clear felled, so there was a lot of fern. The day before the Trial the private woods were marked out and start sections laid out, the green lanes were marked out and route arrowed. Arrived home at 9.30 pm with a piece of paper to interpret from Tom for his mother to type out with re-starts and tyre pressures.

This year the Trial was open to bikes. As Tom, my usual passenger in the car, was Clerk of Course, my wife was persuaded to passenger for me. With the car scrutineered we set off at 8.56 to the first section - **Special Test A** (did not let tyres down) down the bank on wet grass but I could not reverse back up the bank. Then we headed down the Wye Valley to Redbrook to a green lane split into two sections as it is a mile long. No re-start on **French Lane 1** but a re-start on **French Lane 2.** Onto **Rookery Lane** up steps and re-start, this lane was a mile long. Thought I had caught the bank on the way up and damaged the fibre glass wing but it was a 70mm cut in the front tyre, so had to find a gateway to pull into to change the tyre. **Special Test B**, this was the same as Test A but in a lane, start with the wheels behind A,

over B, reverse back over B then stop astride C. It was a fair way to C so some speed could be achieved. By the sound of it, Ray Ferguson's brakes failed ending his day.

Onto **Mork 1** accessed through a small 'Ford', another restart. Onto **Mork 2** with a re-start on stone steps, too narrow for flag marshal to stand, so she stood at finish line 6 metres away. The route continued back down a windy road to the river and back along the Wye Valley Road to the A40 and into Newton Court and three old favourites with a twist. Across the top of the wood to Goldsmiths and first section **Pillbox**, past ruts gone, but loose soil. **Goldsmiths 1** used to be wet but with trees gone, bone dry. At **Goldsmiths 2** we were held up for a bit as Simon Oates had a front wheel problem. Stopped for a 20 min. lunch break then onto St. Wulstans Farm, an 8.5 miles road trip, to get to next sections. **St. Wulstans 1 & 2** were on an old motorcross track. **Section 3** was along a deceiving track to a steep bank with anthills. Onto Ash Farm **TeePees** section with separate re-start for Clas 8's. Then **Erics Ramble** and a road run back to Club House.

The Kyrle was back without using Forestry Commission land in a different format. Thanks to background team, landowners and marshals for their hard work in getting the Kyrle Trial back on the calendar again.

See you all on new date next year April 25th.

79th Tamar Trial by Dee Champion

Hooray…. I'm finally back!! After this old bird was almost on the scrap heap, with a year of not running on all cylinders… then breaking down, being pumped with all sorts of liquids, plugged in to diagnostic machines & having parts removed & replaced, then waiting to get the 'all clear' that I was ready to Fire Up again, thank God for that!

Originally, we entered in the Deere, but unfortunately it needed some work as it was rather battered from when Dave had taken it out last!! No questions asked. The Scimitar was all ready with a new clutch & had had a slight tidy up on the bodywork. Leaving our base at 7am, the morning was just starting to get lighter we were heading towards Wilsey Down pub on Sunday 11th October 2026, which is in Cornwall. It was nice to see some green grass in the fields & along the roadsides; it has been one hell of a hot summer with everything burnt to a crisp, looking yellow & crunchy underfoot one of the hottest summers since the 1970s. Once we had arrived, it was lovely to see everybody happily unloading their trials cars getting ready for scrutineering by Ivor Davey; the air was still warmish for October, even though it was forecast rain. James would be Mike's navigator for the day in a X90 as the Peugeot has finally died & has now donated parts to build another.

After signing on, I received a lot of hugs as I had been away for such a long time, it was lovely to catch up with everyone & hear all the news, whilst eating breakfast. At 9.23 we were in line, number 57 at the start ready to venture out for a fun day. The start marshal, being Norman Tonkin, had the help from one of his grandsons, who was assisting him.

The first section of the morning was Pilsamor… Ness Vile & her mum were the marshals here, the ground was slightly damp… a deep track along the side of a field, with a gradual steep incline with a very tight right hand turn at the top then up the bank into the field, as our front end is rather long we couldn't get the angle right we slid in the opposite direction, so dropped a 1 here as did Abbie who was behind us in her Beetle. Norton's climb also in a Beetle was superb, as he gently pushed the accelerator which helped him to get a bit more power as he went past the marker one with ease for a clear. Getting out of the Scimitar to pump up the tyres in the field Dave had kindly parked my side of the car next to a very large soft cow pat so when I climbed out both my feet landed in it… Smashing, I'm going to smell of shit all day!! Poor Dave Carter broke down here as his water pipe split on his Peugeot 206, he managed to climb to post 2, what a shame he had to retire, but did stay to watch his family participating in the trial.

Next section was in 10.8 miles; this would be a special test. I was casually giving instructions as we were taking in the beautiful countryside, we turn around a corner, when suddenly I saw some people walking with their dogs who I thought were walking on the road & quite close, so I shouted in a really loud voice "DOGS". I made Dave jump out of his skin as he applied the brakes to only then discover they were actually walking on the grass verge, the look from Dave said it all. WHOOPS!!

The lane leading to the special test (Ashleigh) looked quite pretty with dark green grass along the middle, obviously it had been protected from the sun as the trees were overhanging the track so hadn't got burnt to a crisp during the summer months. The Special test was straight forward; the fastest time was gained by Jamie Harding in a Beetle.

Timber Track section 3 - was next, a young lad called Lenny Robson who was 12 was responsible for checking the tyre pressures as some of us had limits … ours was 14 PSI the rest of Lenny's family Bryony, Matt the dad & Esme were manning the section, we also had a restart, it was very dry & a fairly straight track with a sharp right hand bend at the end.

Next section - Corey Gully this was allocated only for all motorcycles & classes 1,6 & X-90 the rest of us headed towards section 5, where some of us had tyre pressure limits & a restart. Judy Phillips welcomed us with a big cheerful smile, we were then on our way up the route which had a few wet patches, but not enough to make the hill hard to climb to where Adrian was stood holding his little black dog in one arm with the restart flag in his hand on the opposite side. Now we all know what Dave's like if he has something on his mind about trying to upgrade a trials car or to be honest anything about trialling… so, there we are on the restart in the middle of the section with him chatting away about an idea he has & if Adrian could do it, once they had finished their conversation Adrian then raises the flag & as cool as a cucumber we emerge at the top with a clear.

Section 6 – Stan's Steep was also in the wooded area as the last two had been. On the track leading to the section were lots of deep dips, so a gentle ride to meet Nigel Cowling at the start line

Travelling to our next destination on the route card, I'm reading the instruction's struggling a bit with my glasses as they need upgrading so the writing seemed a little blurry, well that's my excuse anyway & I'm sticking to it! LOL. I explain to Dave that he has to drive very careful through the farmyard because of the chickens & animals, as we are driving very slowly

through the yard, I'm cranking my neck looking around carefully in case any chickens suddenly jump in front of us, I was expecting to see loads of them just roaming around, but oddly enough we didn't see any not even a glance of one. So, focussing back to the route card to read the next instruction, I re- read the line. To then realise it said "children" not ''chickens" As I tell Dave my mistake, I have another one of his looks but this time with a laugh behind it. I think I have got away with that mistake!

Once we had arrived in another wooded area for section 7, Sunnyside. Linda Facey was at the start to give us confirmation when we could attempt the hill, we had a bit of a wait here as Greg Warren had become stuck somewhere along the section & needed support to move him on. This section was some thing else, so bumpy & rocky you need speed to get over the rugged rocks, as the car & us were shaken about like a cement mixer and as we reached the top there was a nasty deep rut that caught us of guard as we hit it really hard, it was one of those tracks that you were dodging the trees as you could easily flip of the track & hit one. Once we had got our breath back, we headed towards the next climb, Legacy Hill, our next section which was allocated in the same woods, the ground for this section was again very dry like most of the ones we had already completed, the track was very smooth with most competitors gaining a clear.

The next two sections were just over 3 miles away & again in another wood, the first one to attempt was Higher Lee, this track had loads of twists & turns we had a lot of grip & didn't have any dramas climbing it, throughout the morning we noticed a film crew, that were on the sections filming. They told us that they were filming about the sport to put on the Quest channel, I'm not sure when this will be aired. Lee Quarry section 10 - was next; Norton got stuck on marker 2 & gained his first points.

Heading towards the lunch halt Greg Warren was down on his knees with Karen & co all crowded around him a proper family day out, we slowed down to see if they needed any assistance, everything was under control as it was just a puncture. Time control of 30 minutes at the halt… the proper ansome Café they had put on a set menu for us that looked really tasty a proper English lunch of pie mash, veg & gravy. For us we just had sandwiches. Sitting beside Abbie & Ryan it was lovely having a chat about what they had been up too, it's so inspiring that Abbie used to be Dave's navigator & now she is competing as a driver, I have a lot of respect to all the women that have ago at this sport.

Back on the main road to travel 5 miles to the second special test, Bertie's Walk, this was the first performance of the afternoon, now this test had to be completed in 30.00 seconds. Start with wheels on line A, at the drop of the flag forward clockwise around the cone to stop astride B. as the marshal told us to go I started counting 0ne…two…three - twenty two, twenty five realising that I was probably going at a slower pace as there was still some distance from the cone to B, ' quick Dave'; you need to hurry up as my counting became faster & faster thinking we had done it within the time, but looking at the results my counting skills are crap as we were 4.69 seconds over!! The best time for this test; was achieved by Simon Groves in class 8 who managed to get around in 21.62 seconds.

We then followed the arrows to where Jane Ville was sat in a chair beside the gate waiting patiently all by herself for cars to arrive, this section was called Athill, a track made in a field along the hedgerow the ground had a slight dampness to it with a little loose soil. Only a handful of competitors lost some points here, we were still only one point down as we were doing pretty well with cleans. Now everyone likes the next section, Crackington, the ground was very stony with pieces of slate, also this can be quite a challenging climb depending on the weather conditions, today it was considerably dry, all classes except 1 had a restart, we struggled slightly, Dave managed to get us moving again for another clear.

The next two sections were in another farmer's field. The first being Treehole 1; to get to them we had to travel over a dampish field then a gradual steep decline down a slippy slope into a valley like area with trees. We had tyre pressures of 10 psi. Car in gear, foot on the power & we were off like a shot straight up the section a sheer upwards incline with the ground slightly wet with loose soil, markers passing us until maker 2 lots of power needed here as the tyres were burning… car screaming as the tyres are trying to find a grip when suddenly we began to move slowly & edged our way past the final marker! Wow that was exhilarating as I'm shouting in Dave's ear, 'THAT WAS BLOODY BRILLIANT'. Rob Holden retired here as he tried mega hard to climb the section, but his car cut out & then wouldn't fire on all 4 cylinders, Rob then had to gently nurse the BMW back to The Wilsey Down pub from where we had started this morning.

Treehole 2 - Similar to Treehole 1, with the lay out, we had too much power as the clutch was burning bogging down again at marker 2 with sheer determination we some how cleared the section to then discover we had a puncture. Section 18 Right Hand Clyde was only for motorbikes & class 8.

The last section of the day, New Langleys; it was so lovely to see Trina Selwood at the start ready for the action, as we make a way up a sharp turn to the right. Waiting on the brow of the section was Trina's other half Alan at the ready with his Restart Flag, we were doomed, as we thought we had stopped spot on at the restart post, to then get told by Alan that we were short on the passenger's side. We lost a whopping 8 points here, that hurt, as we had done so well during the course of the day. Once we had signed off, loaded the Scimitar we were on our way home.

A huge thank-you to Launceston Motor Club & all the people who marshal. Congratulations to the competitors who won their classes & trophies, well done!

See you all again soon.

Dee.

The Tamar Trial Oct '26 in a Suzuki X90 by Brian Hampson

Out of the house in Exmouth at 06.30am (trying not to wake the neighbours) and collect my 14-year-old navigator for his third trial - having survived his initiation on the Torbay and more recently completed a wet Taw & Torridge – he still wants to get up at a time that clearly does not appear on his teenage clock, so he must be enjoying it! Archie was ready, complete with a new sturdy set of boots and off we went to meet with Dave Turner in his X90 for the run west to Launceston, to top up the tank.

Onwards to the spacious Wisley Down Cattle Market for scrutineering and then a very generously filled bacon bap and tea, with Richard Kinver & his navigator Sam and Dave

Turner & his navigator, also Sam. The four sidecars and the twenty-six bikes were long gone before the thirty-two cars in a mixed Class 1 to 90, with twenty- two Classes 7 & 8 bringing up the rear. The day'/s forecast was just about dry with a few very light showers, but nothing to really wet the Sections and it turned out to be accurate!

Three of the Sections (including the famous Angels Steps) were limited to the bike Classes and Classes 7 & 8, as apparently Angels Steps has deteriorated over time. So off we went to the first Section Pilsamor, with Nettie Vile as the start marshal and her dad Neil halfway up the Section. It seemed a very straightforward climb until the final tight right turn up a grass bank, which caught out quite a few people who went wide of the markers. Dave Carter & Becky Macey in their Peugeot 206 unfortunately had to retire after this Section but did come spectating later in the day. The first Observed Test was an interesting 'slalom' in & out of some marker posts in a particular order, then over a line, reverse back and head for the finish line. Around fifteen competitors managed to get it wrong! Jamie Harding in his Class 6 Beetle was the quickest by a good margin.

We then went on to the aptly named Timber Track, a steady climb though the forest, where the Restart troubled a few of the Class 8 cars. Staying in the woods and Little Cory came next with tyre pressure limits and a Restart which only upset a couple of cars. Out of the forest and on to another set of woods and Sunnyside, where suddenly things got much more challenging!

As we arrived, Rob Holden in his powerful BMW Tourer, was reversing back down the Section with a front wheel puncture. From what we could see and hear, the Section was pretty rough and bumpy up to a left turn over a bank which seemed to be stopping quite a few. Looking at the results, Colin Jeffery in his Escort and all the Class 4 Beetles, together with Dave Hazelden and Stuart Highwood in their Scimitar SS1s, all cleaned the Section, but the majority of the rest below the 7s & 8s, all collected points.

We started the Section slower than my normal pace, as I was nervous of 'bouncing' out of the track, but luck was with us and we made the left turn over the bank and on for a clean! Legacy Hill was cleaned by most and likewise Higher Lee & Lee Quarry – the dryish conditions were giving us good grip in the woods. Park Impossible lived up to its name, not helped by me being wrong in my memory and going at it too gently! There were some great cleans in Class 3 from Matt Facey & Rob Holden in their BMWs, together with Colin Jeffery, Sticker Martin & Greg Warren in their Escorts – the rest us picked up points – our first of the day, which brought me back to reality!

The Proper Ansome Café in Launceston was good as ever for a lunch break and a chance to talk to the film crew who had been popping up occasionally during the morning. Apparently, they were making a documentary on one of the Dellows that was competing on the event. After the break, we had the second Observed Test at Berties Walk, which again was different! Drive along a grassy lane to a roundabout (which was too tight to go around in one and return, then right into a gateway and the stop line. Target time 30 seconds. The results show that no one got it bang on – varying from 17 to 44 seconds, despite the aids of modern technology which most of the car crews could utilise!

The next section across the fields was Athill which troubled only a handful. On a few miles to Maxworthy with a Restart for everyone, although the results show that no one picked up any points! The famous Crackington was next, with a Restart for all except Classes 1 & 2. Fortunately, the 'Slurry Fairies' were having a day off and the Section was in good condition! But interestingly, no less than five 'clipped' the Restart Boards to incur 6 points and three of the six X90s also picked up 6 points, presumably failing to get off the Restart? Everyone else went Clean. Across the road and into Trehole Farm for a couple of challenging Sections. The first, a straight climb up a bumpy rutted track was going well, until we jumped out of the ruts to land at Tris Whites feet for a 3. There was a mixed bag of scores here. Trehole 2 was another interesting climb where I got so much unexpected grip that I stalled! Most cleaned it with only a few picking up points.

And so, to the final Section, New Langleys, for all except Class 8, who together with the bikes had their own Section. We were held in the field above the Section and then called down in groups of three, to drive down alongside the Section. Fortunately, X90s didn't have a Restart (on the steep slope with plenty of tree roots) as this did attract quite a few points across the Classes. Now we all like to have a look at a Section to work out our strategy and are well aware of the rules, that no one can walk the Section. However, Richard Kinver walked to the gateway above the Section to have a look and was apparently told that he would be disqualified for the offence. This was later rescinded to giving him maximum points for that Section and this should serve as a warning to us all!

After cleaning the final Section, my challenges were just starting, as having stopped to inflate my tyres, the cars battery was flat! I had noticed that the wipers had been very slow all day and the horn would only 'squeak'. The ignition warning light was no longer illuminating, although the other warning lights still functioned. We bump started the car and headed to sign off back at Wilsey Down, but the two-week-old battery was in real trouble - using the indicators or brake lights was cutting the engine!

It was late afternoon and home was 90 minutes away, so I decided to head for home, having told Dave Turner and Richard Kinver of my plan. The agreement being that if they found us at the side of the A30, my towrope would be utilised! Sure enough, after about 30 minutes and it was getting dark, the engine died from lack of battery power, but fortunately it was just as we were passing a layby between Launceston and Okehampton and we coasted in.I immediately rang Richard and he arrived very soon afterwards, with Dave Turner in convoy.

It was getting pretty dark by now and I'd got my towrope ready, but Richard had a better idea. Swop our batteries, whilst leaving his engine running and I could then drive home on his battery, whilst my battery would recharge as he drove home! I didn't realise that this could be done (and I suspect that a modern car wouldn't like it), but his car kept running after we'd removed his battery and replaced it with my dead one! My car then started and we all headed for home. I've since replaced the alternator, and we now have a good charge, but the ignition light is proving elusive and it's not the bulb!

Back to the trial – the organisation and route instructions were excellent, there were no lengthy delays at any of the Sections, and we had a great day out, with the weather Gods being very kind! Based on the Provisional Results, Class Winners were:- A - Steve Kingstone, B1 – Chris Barnicoat, B2 – John Reeves, D2 – Richard & Tegen Maddern, 3 – Matt Facey, 4 – Ryan Tonkin, 5 – Dave Hockin, 6 – Ben Tonkin, 7 – Philip Thomas, 8 – Simon Groves, 90 – Brian Hampson.

Thanks again to all involved, both behind the scenes and on the day.





Tamar Trial by Duncan Stephens



Charlie Merson & Zara Crane
on Right Turn Clyde

Simon Eddy on Right Turn Clyde



Jack Selwood helping Sam Lindsay and Julian Lack change a front tube

Shelly Deacon & John Penny
on Sunnyside on debut



Simon Oates, Liege, crossing
Crackington Stream

John Ramsden in Grr Special
on Right Turn Clyde



Wheelspin Table 2026 up to Tamar (Provisional)

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	Chairmans	March Hare	Lands End	Torbay	Yorkshire Dales	Taw & Torridge	Kyrle	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Jack	Selwood	8	9	~~5~~	4	8	10		8	10	~~2~~	7	6	8						74	85	12
Julian	Lack	8		6	9				8		10	9	4	5							59	8
Simon	Oates	8	10	10		7			8	6	7										56	7
Jon	Moores	8	7				3		8			10		8	5						49	7
Charlie	Merson				1	10		6			8			8							33	5
Dean	Partington			7				10			3			8							28	4
Karen	Warren						2		8			3	9	5							27	5
Calvin	Moores	8							3	2		5		8							26	5
Norton	Selwood			3	2	2				9			2		8						26	6
Abbie	Jeffery	8							8					8							24	3
Andrew	Rippon		4			5	5								8						22	4
David	Sargeant			4				8		5		4	1								22	5
David	Middleditch	8						8	5												21	3
Richard	Hayward	8							8					5							21	3
John	Early	5	5			9															19	3
David	Haizelden		3				8			8											19	3
Thomas	Jones	8			10																18	2
Paul	Watson				8				1				8								17	3
Sam	Holmes			1							5		10								16	3
Ray	Ferguson		2	9		4						1									16	4
Andrew	Martin					6	7					2									15	3
David	Turner	8							5					1							14	3
David	Price								8					5							13	2
Roger	Teagle		1			3	9														13	3
Adrian	Tucker-Peake			8					3					1							12	3
Brian	Hampson	8							3												11	2
David	Golightly			8									3								11	2
Philip	Thomas						4								7						11	2
Paul	Merson										9										9	1
Steve	Hill					1			8												9	2
Nick	Symons								8	1											9	2
Stuart	Holton	3							5					1							9	3
Simon	Woodall			8																	8	1
Gary	Browning				8																8	1
David	Foreshew								8												8	1
Keith	Sanders									8											8	1
Aaron	Haizelden									8											8	1
John	Bell										8										8	1
Danny	Gamble								3					5							8	2
Stewart	Green				7																7	1
John	Ramsden						6														6	1
Kieran	Bartlett										6										6	1
Richard	Kinver	5																			5	1
Ben	Ballardie	5																			5	1
Roger	Ashby								5												5	1
Phil	Aubrey							4													4	1
Rob	Holden									4											4	1
Michael	Leete							3													3	1
Stuart	Highwood								3												3	1
Mark	Smith								1												1	1
Kevin	Barnes								1												1	1
Mike	Wills													1							1	1

Crackington Table 2026 up to Tamar (Provisional)

		Exeter	Bodmin Heights	Clee Hills	Cotswold Clouds	Exmoor	Chairman's	March Hare	Lands End	Torbay	Yorkshire Dales	Taw & Torridghe	Kyrle	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Norton	Selwood		10.4	9.3	10.6	10.3	10.3			9.8	9.3	~~8.3~~	9.4		9.4					**88.8**	97.1	10
Karen	Warren	R	~~7.4~~	10.4	9.6		9.5		8.0	10.2	10.1	10.3	10.1	~~5.0~~	9.5					**87.7**	100.1	11
Jack	Selwood	8.0	11.0	8.9	~~6.0~~	9.6	11.0		8.0	10.8	~~6.0~~	~~7.9~~	11.0	8.0	~~1.0~~					**86.3**	107.2	13
Simon	Oates	8.0	11.0	10.9		9.4	9.7		8.0	9.5	10.9		8.5		~~6.9~~					**85.9**	92.8	10
Julian	Lack	8.0	~~1.0~~	9.9	10.0		~~3.0~~	6.7	8.0	R	11.0	9.9	9.0	~~5.0~~	5.0					**77.5**	86.5	12
Charlie	Merson		~~5.0~~	6.9	5.0	10.6	R	9.7		11.0	9.0	5.9		8.0	7.0					**73.1**	78.1	10
David	Sargeant	R		10.3	9.6			10.3		8.8	8.3	10.3	8.4								66.0	7
Abbie	Jeffery	8.0	8.4		5.6	9.3			8.0	5.8				8.0	7.4						60.5	8
Jon	Moores	8.0	9.0				5.0		8.0	2.0		10.9		8.0	9.0						59.9	8
Ray	Ferguson		9.0	9.9	8.0	8.4	5.7			R		9.5	R		7.9						58.4	7
Stuart	Highwood	R		10.3	8.5	9.2			3.0	10.2			10.1	R	6.9						58.2	7
David	Haizelden		7.0		9.5	10.1	9.0			8.0					8.9						52.5	6
Brian	Hampson	8.0				9.4			3.0	10.5		10.5			10.6						52.0	6
Calvin	Moores	8.0	8.0						3.0	8.5		10.5		8.0	5.9						51.9	7
Richard	Kinver	5.0	1.0		10.8		10.3			8.5		8.5			7.6						51.7	7
Nick	Symons		5.0				10.7		8.0	7.5	6.9	R		R	8.9						47.0	6
David	Turner	8.0				7.4			5.0	9.5		7.5		1.0	8.6						47.0	7
Andrew	Martin		4.0			8.6	8.0			10.0		6.9			6.0						43.5	6
Ben	Ballardie	5.0		10.3		10.2				9.3		R			7.8						42.6	5
John	Early	5.0	10.0	8.9		10.4	7.7		R		R										42.0	5
David	Golightly			11.0	10.5						10.3		10.1								41.9	4
Andrew	Rippon		10.4			10.2	10.5								8.0						39.1	4
Dean	Partington			10.9				10.7			7.0		R	8.0							36.6	4
Sam	Holmes			8.3	7.6						10.3		10.4								36.6	4
Paul	Watson		3.0		8.0	R	8.7		1.0			R	10.5		4.9						36.1	6
Stuart	Holton	3.0			7.5	9.4	10.1		5.0					1.0							36.0	6
Roger	Teagle		6.0			7.6	10.0			9.0											32.6	4
Danny	Gamble			7.9				7.0	3.0		7.9			5.0							30.8	5
Aaron	Haizelden				10.2		10.1			10.2											30.5	3
Adrian	Tucker-Peake			8.0	7.6			9.6	3.0					1.0							29.2	5
Gregory	Warren				9.6							9.4			8.8						27.8	3
David	Price				7.0			6.0	8.0					5.0							26.0	4
Michael	Leete			6.9				10.0			8.9										25.8	3
Claire	Tonkin		9.4				8.5								7.5						25.4	3
Roger	Ashby			10.0		R			5.0			10.1		R							25.1	3
Mark	Hobbs				10.6						10.1		4.0								24.7	3
John	Ramsden		R		1.0	R	7.0			7.0	4.0	R	R		4.0						23.0	5
Phil	Aubrey				4.0			11.0					7.5								22.5	3
David	Middleditch	8.0						8.0	5.0												21.0	3
Richard	Hayward	8.0							8.0					5.0							21.0	3
Rob	Holden		10.2		R					10.3					R						20.5	2
Philip	Thomas		3.0				6.0								10.9						19.9	3
Thomas	Jones	8.0			11.0				R												19.0	2
Steve	Hill	R		R	R	10.4			8.0												18.4	2
David	Foreshew				1.0				8.0	8.0											17.0	3
James	Smith			9.4				6.6													16.0	2
Stewart	Green		1.0		9.0		2.0			3.0											15.0	4
Tim	Hellings					R				6.8			7.4								14.2	2
Kieran	Bartlett							5.7			8.0										13.7	2
Graham	Williams			3.9	7.8																11.7	2
Nicola	Butcher-Glad	R			10.6				R					R							10.6	1
Paul	Merson										10.0										10.0	1
Simon	Woodall			8.0							2.0										10.0	2
John	Cavendish							8.4													8.4	1
Gary	Browning				8.0																8.0	1
Keith	Sanders									8.0											8.0	1
John	Bell										8.0										8.0	1
Derek	Tyler											R	8.0		R						8.0	1
Mark	Smith	R			5.6				1.0												6.6	2
John	Charles										5.9										5.9	1
Alex	Gray		2.0		2.0																4.0	2
Kevin	Barnes			2.9	R				1.0												3.9	2
Mike	Wills								R					1.0							1.0	1

Navigators Table 2026 up to Tamar (Provisional)

		Exeter	BH=odbin Heights	Clee Hills	Cotswold Clouds	Exmoor	Chairmens	March Hare	Lands End	Torbay	Yorkshire Dales	Taw & Torridge	Kyrle	Edinburgh	Tamar	Mechanics	Exmoor Clouds	Allen	Camel Classic	Best 9	Total	Events Scored
Henry	Hoggart		10.4	9.3	10.6	10.3	10.3			9.8	9.3	~~8.3~~	9.4		9.4					**88.8**	97.1	10
Matilda	Hoggart	8.0	11.0	8.9	~~6.0~~	9.6	11.0		8.0	10.8	~~6.0~~	~~7.9~~	11.0	8.0	~~1.0~~					**86.3**	107.2	13
Sam	Lindsay	8.0	~~1.0~~	9.9	10.0		~~3.0~~	10.6	8.0			9.9	9.0	5.0	5.0					**75.4**	79.4	11
Zara	Crane			6.9	5.0	10.6		9.7		11.0	9.0	5.9		8.0	7.0					**73.1**	73.1	9
Joshua	Sargeant			10.3	9.6			10.3		8.8	8.3	10.3	8.4								66.0	7
Jack	Highwood			10.3	8.5	9.2							10.1		6.9						45.0	5
Natasha	Early	5.0	10.0	8.9		10.4	7.7														42.0	5
Lorraine	Rippon		10.4			10.2	10.5								7.5						38.6	4
Marianne	Holton	3.0			7.5	9.4	10.1		5.0					1.0							36.0	6
Stephen	Branfield		6.0			7.6	10.0			9.0											32.6	4
Alice	Warren Carter				9.6					10.2					9.5						29.3	3
Aled	Price				7.0			6.0	8.0					5.0							26.0	4
Sam	Gamble			7.9					3.0		7.9			5.0							23.8	4
Ruben	Foreshew				1.0				8.0	8.0											17.0	3
Mark	Smith			9.4				6.6													16.0	2
Tom	Aubrey				4.0			11.0													15.0	2
Melanie	Oliver		1.0		9.0		2.0			3.0											15.0	4
Sidney	Middleditch	8.0							5.0												13.0	2
Barnaby	Gladwyn				10.6																10.6	1
Mike	Greenwood					10.1															10.1	1
Joe	Martin									10.0											10.0	1
Dee	Champion														8.9						8.9	1
Jason	Shuttleworth							7.0													7.0	1
James	Smith				5.6				1.0												6.6	2

Pouncy League OVERALL 2026 up to Tamar

		Exeter	Clee Hills	Exmoor	Chairmans	March Hare	Lands End	Torbay	Yorkshire Dales	Taw & Torridge	Edinburgh	Tamar	Exmoor Clouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
John	Reeves		15	14	2			14	14	15		15					89	7
Simon	Fillan	10	11	2		15	3	8	10	2	6	~~1~~				**67**	68	10
Neil	O'Connor				11			15		14		14					54	4
Mark	Wills	10	12	13			6				10						51	5
Derek	Walter	10		8			3		13	3	6	3					46	7
Ian	Thompson	10	14				10				10						44	4
Phil	Sanders	10		9	1		6			7	10						43	6
Andrew	Kearns				8					11		12					31	3
Mark	Bowden			15	6			7									28	3
Andy	Beveridge	10		6			3										19	3
Kelvin	Prevett	10		5			3										18	3
Peter	Browne	10					1	6									17	3
Carl	Horne		13														13	1
Neil	Browne	3					1	9									13	3
Suzie	Prevett	10					1										11	2
George	Godkin		10														10	1
Chris	Barham			8													8	1
Rick	Lees	3									3						6	2

Pouncy and Red Rose Bowl Leagues CLASS 2026

Pouncy League		Exeter	Clee Hills	Exmoor	Chairmans	March Hare	Lands End	Torbay	Yorkshire Dales	Taw & torrdge	Edinburgh	Tamar	Exmoor Clouds	Neil Westcott	Camel Classic	Best 9	Total	Events Scored
Derek	Walter	10.0		9.8	10.3		3.0		10.3	10.5	6.0	9.4					69.3	8
Phil	Sanders	10.0	R	10.5	10.1	R	6.0		8.4	10.1	10.0						65.1	7
John	Reeves		10.6	10.0	1.0			10.0	10.8	11.0		11.0					64.4	7
Simon	Fillan	10.0	8.6	4.0	~~1.0~~	10.4	3.0	8.0	8.8	2.0	6.0	~~1.0~~				**60.8**	62.8	11
Mark	Wills	10.0	9.7	10.8			6.0				10.0						46.5	5
Ian	Thompson	10.0	10.7				10.0				10.0						40.7	4
Neil	O'Connor				8.0			11.0		10.0		10.0					39.0	4
Mark	Bowden			11.0	3.0			7.0				1.0					22.0	4
Suzie	Prevett	10.0		10.1			1.0										21.1	3
Andy	Beveridge	10.0		7.8			3.0										20.8	3
Andrew	Kearns				5.0					7.0		8.0					20.0	3
Peter	Browne	10.0			R		1.0	8.4									19.4	3
Kelvin	Prevett	10.0		6.0			3.0										19.0	3
Neil	Browne	3.0			R		1.0	9.4									13.4	3
Rick	Lees	3.0			6.8						3.0						12.8	3
George	Godkin		7.6	3.0													10.6	2
Carl	Horne		9.6														9.6	1
Chris	Barham			8.0				R									8.0	1
Keith	Sams		R						6.7								6.7	1
Red Rose Bowl																		
Richard	Maddern		10.1	10.1	9.3			10.4	10.3	10.5		10.4					71.1	7
Mark	Wills					10.1		7.4	9.3	7.5							34.3	4

THE 2027 ACTC WALL CALENDAR

£10

With 12 trial photos and all the trial dates

To order please go to

www.actc.org.uk/2027-calendar

Can be collected at the Allen Trial
or will be sent by post

For more information or non-online orders please contact Pat Toulmin

2027 EVENTS

Date	Event	Club	Car Champ	ACTC invite	Car/Bike Cl 0?	Pouncy	Red Rose
8th/9th Jan	Exeter	MCC	Bonus	No	Yes-Both	Bonus	Bonus
Sun 17th Jan	Bodmin Heights	Camel Vale	Round 1	Yes	No	Round 1	Round 1
Sun 31st Jan	Clee Hills	MMMC	Round 2	Yes	Yes-Cars	Round 2	Round 2
Sun 7th Feb	Cotswold Clouds	Stroud	Round 3	Yes	No		
Sun 14th Feb	Exmoor	North Devon	Round 4	Yes	No	Round 3	Round 3
Sat 20th Feb	Exmoor Fringe	VSCC					
Sun 21st Feb	Chairmans	Holsworthy	Round 5	Yes	No	Round 4	Round 4
Sat 6th Mar	Derbyshire	VSCC					
Sun 7th Mar	Presidents	Camel Vale		Yes	No		
Sun 14th Mar	March Hare	Falcon	Round 6	Yes	Yes	Round 5	Round 5
20th/21st Mar	Herefordshire	VSCC					
22nd Mar	Rosenreg	Stroud		Yes	No		
26th/27th Mar	Lands End	MCC	Bonus	No	Yes-Both	Bonus	Bonus
Sun 4th April	Launceston	L&NCMC		Yes	No		
Sat 17th April	Scottish	VSCC					
Sat 17th April	Awards Evening						
Sun 18th April	Torbay	Torbay	Round 7	Yes	No	Round 6	Round 6
Tues 21st April	ACTC Meeting						
Sun 25th April	Wessex	VSCC					
Sun 9th May	Yorkshire Dales	Ilkley	Round 8	Yes	Yes	Round 7	Round 7
Sun 4th July	Testing	MCC					
Tues 25th Aug	ACTC AGM						
Sun 12th Sept	Taw & Torridge	Holsworthy	Round 9	Yes	No	Round 8	Round 8
Sun 26th Sept	Kyrle	Ross & District	Round 10	Yes	No		
2nd/3rd Oct	Edinburgh	MCC	Bonus	No	Yes-Both	Bonus	Bonus
9th/10th Oct	Welsh	VSCC					
Sun 10th Oct	Tamar	L&NCMC	Round 11	Yes	No	Round 9	Round 9
Sat 23rd Oct		VSCC					
Sun 24th Oct	Mechanics	Stroud	Round 12	Yes	No		
Sun 24th Oct	Tarka	North Devon				Round 10	Round 10
Sat 6th Nov	Lakeland	VSCC					
Sun 7th Nov	Exmoor Clouds	Minehead	Round 13	Yes	No	Round 11	Round 11
Sun 14th Nov	Bovey	Windwhistle	Round 14	Yes	No	Round 12	Round 12
Sun 28th Nov	Allen	BMC&LCC	Round 15	Yes	No		
Sun 28th Nov	Neil Westcott	Exmoor		Yes	Yes-Bikes	Round 13	Round 13
Sun 5th Dec	Camel Classic	Camel Vale	Round 16	Yes	No	Round 14	Round 14