

The Clear Round

A BTRDA Publication dedicated to Sporting Trials

July 2016

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*2015 Gold Star[®] Champions Ian Veale and Sandy Veale
photo by Calvin Talbot*



Julian's Editorial

The season has re-started and we have had three trials at the time of writing, the Robin Jager in Cumbria, and the Cornish Trialling weekend with the Robin Alexander on Saturday and the David Ayers on Sunday, all of which were won by Roland Uglow's Crossle, see the detailed short event reports below. All three attracted 20 entries, which is at the lower end of acceptable.

There is a great deal of discussion on differentials at present, following on from comments in Northern Ireland in recent years, and we have an article by "Opinionated" on page 5 describing a real world test this summer using two identical Crossles (apart from their diffs), they used the same driver, passenger, tyres and pressures but their behavior could not have been more different, which was something of a shock. Our greatest failure was that we forgot to video the test, but it will be repeated and put out on the internet for all to see.

I have put together an article on page 4 which sets out the technical story on differentials in general. I hope you find it interesting.

Sadly we have lost three long standing supporters since the last mag, Monty Peters, who we all knew as a competitor in both Sporting Trials and Historic Trials, and an organiser as well as a great all rounder in both competing and organising. Paul Faulkner has written a short obituary which contains much that I was not aware of and may well be news to you as well, on this page. Monty's Remembrance Service will be held at the Boxgrove Priory in Chichester on Wednesday 28th September at 2:30pm and afterwards at The Supershell Building, Goodwood from 4:00pm to 7:00pm.

Margot Young was involved with BTRDA for many many years as Denis Flather's PA. She took a great interest in all things BTRDA and often attended meetings. She also made a point of attending the Luncheon with Denis when he was President. Her past came to light late on in her life when it was revealed she was one of the Bletchley Park girls in the war, working on the Enigma codes, the memories of which were so recently revived by the film *The Imitation Game* on the life of Alan Turing the father of modern computing, starring Benedict Cumberbatch and Keira Knightley.

John Yates was involved in BTRDA trials, both Production Car Trials and Sporting, since the '60s. He was a competitor turned "gamekeeper" whose fiendish sections were always the longest around, he cooperated with the late Mike Harrison for many years, and after Mike died he still continued to marshal on even the most far flung events in Cornwall and Cumbria. After he was no longer able to travel to trials he still wanted to know what was happening in our world and he was an avid reader of the paper edition of *The Clear Round*. I use to see him from time to time in his son's service garage, he always wanted to talk trials.

That's all for now, see you on the hills

Monty Peters

7 July 1946 to 13 July 2016

The readers of *Clear Round* will of course know Monty as a competitor in Sporting and Historic Trials, however his career in motorsport was varied and included many different aspects of competitive motoring.

I first met Monty in 1963, he was 17 but was unable to obtain a driving licence because he was already serving a ban handed out by the local magistrate for driving and crashing his brother in law's VW Beetle whilst only 16. As soon as he had a licence a "sit up and beg" Ford Pop was bought and that car was used for rallies, autocross, auto tests and sprints. The driving style he demonstrated in the Pop got him noticed by a Portsmouth garage owner who had a Lotus Cortina and Monty was entered in The Chase Garages car in The Players No 6 Autocross series. The benevolent garage owner then replaced the Lotus with a Twin Cam Escort which was entered on stage and road rallies. In the mid 1970's Monty was Team Manager at Team Hartwell who ran Hillman Imps, Hunters and Avengers on the British Touring Car Championship.

As well as spending time behind the wheel Monty co-drove for me from 1965 through to 1978. We progressed through the "ranks" doing Restricted and National events then in 1968 tackled our first International - The London Gulf Rally. Highlights for us were 15th and class win on the 1971 RAC, first overall co-driver on the 1973 Castrol Autosport Rally Championship, works drives on the 1974 RAC Rally for Datsun (now Nissan), resulting in the manufacturers team prize, a season with Dealer Team Vauxhall in the Group One Magnum achieving second overall in the RAC Rally Championship, 2nd, 3rd and 5th overall respectively on the Burmah, Mintex and Scottish International Rallies. I guess over the years we must have entered 40 Internationals and well over a hundred National events.

I stopped rallying in 1978 and Monty was snapped up by Chrysler to sit beside Tony Pond in the Lotus Sunbeam competing in the British Rally Championship, this was followed by a co-drive with Brian Culcheth in an Opel on the RAC Rally in 1979.

Working for Ian Wright got Monty involved in trials firstly with the ex Chris Taylor Sherpa and then with the last Apex that Ron Bland built. A chance meeting with the owner of the ex Rex Chappell Cannon secured a deal by which Monty got the use of this famous car on Historic Trials. As well as four wheels, motor bikes were a favourite past time initially in trials then enduros. He went out to South Africa and took part in a ten day motor bike trek in aid of the charity set up by Princes William and Harry to look after orphaned children.

Monty is survived by his son James from his first marriage, and two daughters Hannah and Emily from his second marriage. Motor sport and especially trials have lost a great character. It was an early arrival at the final control!

Paul Faulkner - with photos by Jonathan Gibbs



STCC Prizegiving Trial

Saturday 29 October 2016

Wightmans Farm, Dunmore Road, Ballynahinch BT24 8PY

After the trial the dinner and prizegiving will take place at **The Burrendale Hotel**, 51 Castlewellan Road Newcastle, BT33 0JY (tel: 028 43722599) Trophies will be presented to STCC members for the 2015/16 Championship and the Kincraft Trophy will be presented to best Visitor on the day.

We are looking forward to having visitors from the mainland and as always you will be extremely welcome. The site is just over 24 miles from Belfast Ferry Port and the hotel is 37 miles. Online booking at the moment is only possible for the Friday night at £70pp but by phoning the hotel you will get the same price for Saturday night (usually £90) and they will throw in an evening meal if taking 2 nights.

Because it is a busy Halloween holiday weekend it has not been possible to reserve rooms therefore it is imperative that **accommodation is booked as soon as possible**.

For further information and/or entry forms contact Alan Mackey (snapesnaps@yahoo.co.uk) or Harry Barr (harrywbarr@aol.com) Entry forms will be posted later or available on STCC website

MSA Corner

Comments from the MSA Trials Chairman and Committee

The hot topic at the moment seems to be focused around differentials with a couple of types of differentials being brought into question. We would like to make it very clear that nobody is being accused of cheating or taking advantage of rules, both diffs in question have been purchased in good faith and appeared to be a solution towards a stronger and more reliable diff but unfortunately both have characteristics which could be seen as giving a competitor an advantage.

Elite Differential,

The first diff in question is Elite "Salisbury" Diff, this is or has been used in some cars with the Elite Transaxle. A drawing, and physical diff have been passed to the MSA technical committee and they have released the following statement.

2016/06 TRIALS COMMITTEE

The Panel reviewed a referral from Trials Committee asking for advice on whether a particular type differential presented would be considered as a limited slip differential.

The Panel reviewed a physical example of the differential, and agreed that the wear patterns on the ramps indicated that it does provide a locking function under load and would thus be considered as a limited slip differential which is not permitted in Trials per regulation T9.4.

VW "Super" Differential,

The second diff in question is the VW "super diff", a four star wheel diff which is designed for the Volkswagen Beetle / Hewland MK9 gearbox. Questions have been raised after some very odd gripping patterns and wheel juddering motions. The diff consists of a single pin going through two star wheels and a central locating boss, the other two star wheels are held in by two short pins which locate either side of the central boss all pins are retained with roll pins. Tests have been carried out using two identical cars, one with a single pin needle roller bearing diff and the second with the VW super diff. The cars were put through a couple of different scenarios, one a straight up climb and the second a cross camber, both on long grass, with no fiddle brakes used. The car with the Needle roller bearing single pin diff went across the camber and as expected the top wheel broke traction and the car stopped, when the same test was carried out on the car with the super diff, the car went across the camber, the top wheel broke traction the car stopped, spun the top wheel for one second then **without** a brake being pulled sent drive to the bottom wheel and the car pulled forward and carried on, this was tried by different drivers at different speeds and every time the same thing occurred with the super diff car transferring the drive and pulling away. On the straight up climb a similar pattern was observed, it was far easier to climb in the car with a super diff than a single pin needle roller diff.

The diff design and construction exhibits that of a standard free differential but under load it would seem to have some odd characteristics, which seems to help make the car grip better.

It should be pointed out again that we believe the superdiffs have been acquired in good faith on the basis of it being a stronger more reliable diff but in light of the findings so far we need to consider the impact on the long term future of the sport.

Next Steps,

There is no such thing as a free diff, a diff will always have a degree of drag caused by a number of factors, the MSA are considering a method of testing the drag or load going through a diff to help eliminate tight or suspect diff designs. A tester has been designed to measure diff "freeness" under load, the tester will be making its way around the country and will be at some trials in the autumn where we are hoping it will allow us to build up a picture of current diffs and hopefully allow us to put a nominal figure of freeness. Initial testing on known free and suspect diffs are promising so far but hopefully further testing will prove it to be reliable.

Ultimately we want a sport where we can make the playing field as level as possible, at this stage its investigating what's going on and if required how it can be resolved for the benefit of the sport.

Finally the MSA is looking for a technical / eligibility scrutineer for the 2017 season to help identify any issues and be on hand to aid scrutineers if any issues arise.

Hopefully everyone is enjoying their summer and ready for the start of the second half of the season.

There is a "diff"erence!

by Julian

What is a differential?

A diff is a series of gears which are designed to split the torque from the engine to both back wheels equally.

Why do cars have a diff?

In order to allow tight turns on the road without scrubbing the tyres or "winding up" the transmission. If you have ever driven an old Landrover in 4 wheel drive you will know the feeling. Range Rovers are not the same because they have a centre diff as well as the ones in the axles.

What are the rules?

The Blue Book says "a free and uninterrupted" diff must be fitted.

What is a free diff?

Ideally the diff will split the torque equally across the driving wheels, but in practice this can never happen, because gears are inherently inefficient, but a "normal" diff makes a pretty good attempt, but some specialist diffs are not really "free" under trialling conditions.

What is not allowed?

All forms of LSDs (limited slip diffs) are banned, traditional ones have clutch packs to bias the torque so one wheel spinning will not stop the other wheel driving the car, as happens with a free diff. Others (Quaife and Torsen for instance) rely on deliberately very inefficient gears to achieve much the same effect. Also the MSA have recently pronounced on converted LSDs, as supplied by Elite for instance, as not compliant with the regulations. They seem to work reasonably when brand new but they soon wear and begin to bias the torque excessively. When this happens it is difficult to turn corners on a section when the transmission is under load, and the car just understeers straight on in spite of the fiddle brakes.

Why does it matter?

Because trials is all about driver skills, and the "fiddle brake" is a big part of the sport, we use the fiddles to bias the torque to suit the section being driven. Traditional LSDs do not work because we need to be able to bias the torque in an extreme way (using the brakes) to get round out tight sections, but diffs that only exhibit a degree of bias (like the Quaife) can both pass the roller test and can be unfairly advantageous in our sport.

What is wrong with standard road car diffs?

Standard diffs are designed to cope with small differences in speed of the inside and outside tyres during cornering and parking, but do not like extreme speed differences like holding one wheel still on the brake whilst spinning up the other side on full revs. Because the gears are steel and run on steel pins, they can seize due to lack of lubrication. If this happens the diff can and will break.

What solutions are available?

Some 4x4s (Suzuki Jeep for instance) use four planet wheels (the gears which can seize on the pin) instead of two as used in most road cars. This makes the diff stronger but does not completely solve the seizing problem. Specialist trials components such as "roller" diffs can solve it by removing the "steel on steel" rubbing surfaces. There are roller pins (for standard 2 planet wheel diffs) which are adequate for most purposes (my Crossle runs a standard VW Beetle diff with a roller pin), which are cheap and simple. There are also purpose made trials diffs with four planet wheels, some of which also have roller bearings on the rubbing surfaces.

So what is the current debate about?

There are some aftermarket diffs that appear to be free enough to pass our roller and Butterfield tests, yet on sections they can lock up sufficiently to drive the car forward without the use of fiddles, even though one wheel is slipping, see POV on page 5. I stress that this has only been observed on one diff under controlled test conditions. It may be that these undesirable features only appear when the diff is worn.

OK, so why doesn't everyone use them?

The Elite converted LSD has been pronounced non compliant by the MSA, and therefore cannot be used in the future (Elite transaxles are used by all Sherpa Indys, Jedis and late Hamiltons, as well as a few others). The "SupaDiff" fits only VW and Hewland transmissions (used by all Crossles, early Hamiltons, MSRs, Cartwrights, independent CAPs, the Veale's converted Sherpas and a few others). No other cars can use them, including all live axle cars, so they are simply not available to all, it would not be a "level playing field"

Where do we go from here?

We are trying to develop better tests than the Butterfield and the roller test, so we can test diffs under more realistic trialling conditions. In Northern Ireland they developed a trailer mounted tester where a load (brake) is applied to the rollers on one side and the force with which the car moves forward is measured by a load measuring device at the front.

Aren't you just trying to sell more Fack diffs?

The Fack diff (in both the original Ford version and the new Crossle/VW version) is very free but it is expensive and I have not yet fitted it to my Crossle. For most people the simple and cheap "roller" pin fitted to a standard 2 planet wheel diff is perfectly satisfactory, and costs under £100. I recently discussed this with Mike Costin (the "Cos" in Cosworth) and he told me about DLC (Diamond Like Coating). He says it completely eliminates seizing and they used it on race engine tappets. I do not know how expensive it is but it does sound interesting. It is only a few microns thick, so could presumably be used on a standard diff pin.

What if we do nothing?

The current argument is not doing our sport any good, and we are already not too far from being unsustainable in terms of entries in trials. The entries of 20 we have seen in the first few events this autumn is below the economic threshold for most clubs, so any disruption could cause a meltdown. A few years ago we used to offer farmers a bottle of Scotch as a reward for using their land, nowadays there is competition from all sorts of other activities including car boot sales, clay pigeon shooting, paintball and so on, so we are forced to pay the going rate for land use. We need to grow our sport, even standing still is not really an option, and problems like this do nothing for the future growth of the sport.

POINTS OF VIEW by "OPINIONATED"

THE WHIFF OF THE DIFF

It is a sight I may never forget...

There they were, 4 experienced trials drivers with well north of 200 trials wins between them, standing on a steep diagonal bank in the Cotswolds, all having a simultaneous eureka moment. But in a bad way. How was it possible, they had been wondering up to that point, that 2 identical Crossles could perform so differently no matter who was behind the wheel? How could it be that one Crossle could repeatedly climb a steep, greasy diagonal bank on grass when the other would always stop at the same place with the inside wheel spinning hopelessly? And this is the key point – **none of the drivers was permitted to touch the fiddle brakes in either car at any point of the climb.**

For some time now – in fact it is over 6 years since there were murmurs from over the water in Northern Ireland – there has been a suspicion that all was not well in the world of trials differentials. Over the past couple of years this feeling has ramped up to the point where it is threatening the very existence of Sporting Trials, but at the same time

no one has been able to prove that the diffs in question were in fact illegal since they passed both the standard roller test and the more demanding Butterfield test. Happily, one of the diffs in question – the Elite non-LSD (!) – has now been banned by the MSA. The other - the 4 star wheel Supa Diff from the USA – is still perfectly legal, at least up to the point where it can be proven that it is in fact a torque-biasing diff and therefore illegal.

The results over the past few years, however, tell quite a different & really quite a shocking story. In 2014 Drivers using the Supa Diff won 13 events, whereas "normal" diffs won just 5. The position in 2015 was slightly worse with 14 victories to the Supa Diff against just 3 for "normal" diffs. You could argue that the best drivers have been using these diffs, and to a degree you would be right. But I would counter that some good drivers have been given a major helping hand – in my view the benefit is greater than the difference between a live axle and independent car – by a diff that is to all intents and purposes an LSD when it matters; and that there are also some mid-fielders who have been getting some unusually good results too. I refer you to the report by Stuart Butterfield when he tested the Quaife back in 1986. He said the difference in grip was "astonishing". Just in case there are some drivers out there who think this is just sour grapes, or an effort by Julian to sell more of his new diffs, let me also point out that there are at least 2 drivers who have taken out the Supa Diff and fitted a free diff – and their results have both gone severely downhill since. And if you are still not convinced that this is a diff that should be banned, read and digest what happened that day in the Cotswolds...

The test was simple enough. Both Crossles were aimed at a steepish diagonal grass bank at a medium paced trickle with no interference by the drivers using the fiddle brakes. The standard Crossle stopped about 3/4s of the way up every time, its upper wheel spinning. The Crossle with the Supa Diff stopped in the same place for approximately 0.5-1 second, **then the lower wheel started to rotate with the upper wheel, the car dropped sideways about a meter and then drove off.** Every time, in about 20 climbs total. Clearly what those 4 drivers saw was a torque biasing differential, even if it was not designed that way in the first place.

I want to make it completely clear that I am not accusing anyone of cheating, since the diff passes all the normal tests and was clearly not designed as an LSD; and even the new high load diff test devised by Julian is still proving inconclusive. But something goes on inside that diff, particularly when it becomes worn, that really is not kosher. It certainly explains some of the climbs I have personally witnessed over past few years, and to my mind it casts a shadow over some results. I appeal to the rule makers and championship promoters to ban the Supa Diff.

BTRDA CHAMPIONSHIP DATES FOR 2016

MSA British Championship events highlighted in bold

Jan	9	2015 BTRDA Gold Silver and Bronze Star Championships		Lower House Farm, Huntington, HR5 3PU Dinner and Awards Presentation Chateau Impney, Droitwich.	07593 260899
	24	BTRDA AGM, Awards and Luncheon		CROWNE PLAZA, NEC. Birmingham	01531 822954
Feb	7	Jiggers Jug	N.P.T.C.C.	Colston's Farm	01228 560861
	14	Geoff Taylor	Hagley & DLCC	Buildwas, Telford	01527 878192
Mar	6	Walsingham	750 M.C.	Hampshire	01243 266818
	12	<i>Training Day</i>	<i>BTRDA</i>	<i>Heightington</i>	<i>07812 108588</i>
	13	Peter Blankstone	MAC	Shelsley Walsh	01886 812211
	20	Stuart Butterfield Mem	Yorkshire SCC	Slippery Ford	01535 633097
	27	<i>EASTER SUNDAY</i>			
Apr	3	President's Trophy	Southsea MC	Langrish, Hampshire.	023 92 253732
	10	Raymond Baxter	N.P.T.C.C.	Hartside	01228 560861
	17	J.B. Taylor	sportingtrials.com	Crewkerne	01732 359235
	24	Pennine	Airedale & PMCC	Averillside, Warslow	01788 542694
May	1 and 2	Hepplewhite Two Day	N P T C C . N O N CHAMPIONSHIP	Blagill/Croglin 2	01228 560861
	8	Four Turnings	Camel Vale MC	Penvose Farm	01208 74658
		<i>SUMMER BREAK</i>			
Sept	11	Robin Jager	N.P.T.C.C.	Cumbria	01228 560861
	17	Robin Alexander	Camel Vale MC	Delabole	01208 73054
	18	David Ayers	Launceston & NC	Marshgate	01566 784348
	25	Charles Pollard	Peterborough MC	Uppingham	01733 252886

Oct	2	John Southern	N.P.T.C.C	Cumbria	01228 560861
	9	Pete Fear	Ross & DMS	Pauntley	01989 763403
	15	<i>Training Day</i>	<i>BTRDA</i>	<i>Long Compton</i>	<i>07812 108588</i>
	16	Mercian Trial	Cov & Warks MC	Long Compton	01676 532337
	23	Stone Trough	Yorkshire SCC	Laycock, Keighley	01535 633097
Nov	6	November Sporting	sportingtrials.com	TBA	01732 359235
	13	Roy Fedden	Bristol MC	Thornbury	01934 707115
	20	Loughborough	Loughborough MC	Eaton	01949 850393
Dec	4	Gloster	750 Motor Club	Frocester, Glos.	01788 542694

OTHER CLUB TRIALS		Please let me have any additions or amendments				
	NPTCC	750 MC	Camel Vale	L'ton & N C'Wall	HSTA	Midland TCC
24 Jan 2016	Edenhall			Spry		
31 Jan 2016					Sywell	
7 Feb 2016		Spring Trial				
20 Feb 2016		Piccadilly				
21 Feb 2016	Yorkshireman					
6 Mar 2016	Harold's Tyres					
2 Apr 2016					Paul Faulkner	
10 Apr 2016		Alan Gisby		Northgate		
7 May 2016					5th Anniversary	
8 May 2016		Bluebell				
15 May 2016						Long Compton
4 Jun 2016		Summer Picnic				
12 Jun 2016			Calvin's Trial			
26 Jun 2016	Summer Trial					
20 Aug 2016					Plashes Farm	
21 Aug 2016		Training Day				
4 Sep 2016		Autumn Cup				
2 Oct 2016		Alec King				
22 Oct 2016		Bisley				
30 Oct 2016		Watling				
19 of 20 Nov					Stroud	
20 Nov 2016		Tulleys Farm				
10 Dec 2016					Chappell Trophy	
27 Dec 2016				Ron Beer		
31 Dec 2016		Plum Pudding				

Club Sporting Trials contacts

Camel Vale MC - Thomas Bricknell - celfworks@hotmail.com 01208 73054 07814 014 233
NPTCC - Rob Baxter - rob.baxter@inbox.com.
750 MC - Kevin Judd, 20 Mallard Crescent, Pagham, W Sussex PO21 4UU kdj20@btinternet.com
Sporting Trials CC - Peter Frost 028 90425738 E mail - peterfrost15@gmail.com
ASWMC ST Championship - Duncan Stephens, 07801 281053 duncan_stephens2@hotmail.com
Historic Sporting Trials Association Martyn Halliday - www.hsta.co.uk
Midland Trials Car Club - Josh Veale - 01452 226422 or 07769801684 or joshveale@hotmail.co.uk.

Please let me know if you would like your club trial to be included on this list. I would be pleased to receive reports and results from non-Championship events for publication in iCR.

Reports and Results from Club Trials in June and August

SUMMER PICNIC - 4TH JUNE - 750 MC

Report by Stuart Beare

The first half of the 750 Motor Club's Sporting Car Trials season is rounded off in relaxed fashion with the annual picnic trial, which has for the last few years been held in the old clay pits in the woods at Tulleys Farm, Nr Crawley, W Sx.

It is a non championship scoring event, which creates the ideal opportunity for novice drivers to compete without the pressure and the more experienced drivers to lend a helping hand. Although for the latter pride was certainly at stake.

Six sections were laid out the evening before by Ross and Bob Bruce, with the intention of being relatively easy with some tricky bits to keep the experienced drivers interested and challenged.

The event attracted an excellent field of 22, which included 10 novices amongst their ranks. On this note it must be highlighted that The 750 Motor Club is doing an amazing job at attracting new drivers into the sport. With so many new I suggested we hold an impromptu training session, to go through the cars capabilities, driving techniques and answer any questions. It seemed everyone enjoyed it, and the drivers headed to the hills with a sense of purpose and a little more understanding.

Hill 1 to 4 were relatively easy twisty turny affairs, which challenged many of the cars steering geometry rather than the drivers themselves. Hills 5 and 6 were much more challenging, with long steep climbs and some very awkward cross cambers. Excellent first round clears were made by Roland Carson, Dave Brock and Phil Haines. The second round saw the hills tweaked but again clear rounds were made by the leading 3, plus myself Ross Bruce and Paul Filmer. Mark Howse at lunchtime had dropped just 2 and everyone seemed to be enjoying themselves.

What makes the picnic trial is the lunch, as this is supplied to all by the 750 MC as part of the day, it was enjoyed, savoured and demolished by all.

The two harder sections were changed in the afternoon and Hill 5 developed a very challenging start across a boggy cross camber and many unfortunately didn't make it past the 11.

Phil Haines has been the man to beat all season in the 750 trials championship and the picnic trial was no exception. He dropped just one point in round 3 which gave him the overall win for the day, ahead of myself on 3 and Ross Bruce on 7. Class B driver Dave Brock also had an excellent day, he hadn't put a foot wrong until

the awkward Hill 5 in the afternoon cost him an 11, he took the Class B win on just 14.

It was fantastic to see so many novice drivers enjoying themselves, Stephen Hodge had an excellent drive to win the novice class on 36 points, finishing 10th overall. The large novice group for the day also included Peter Locks who finished 2nd in class, Mark Lilly, Malcolm Norman, Stuart Hughes, Trefor, Ken Smith, Keith Diggle, Alan Waters and Gordon Anderson.

The Picnic trial though was less about the competition and much more about the excellent camaraderie between drivers, passengers and spectators. Kevin Judd did an excellent job of organising the event which was thoroughly enjoyed by all.

I'll look forward to welcoming many of the competitors back to Tulleys on Sunday 21st August for a beginners and intermediate drivers training day.

		R1	R2	R3	TOTAL
Phil Haines	A	0	0	1	1
Stuart Beare	A	2	0	1	3
Ross Bruce	A	2	0	5	7
Dave Brock	B	0	0	14	14
Paul Filmer	A	4	0	15	19
Mark Howse	A	1	1	18	20
Steve Avery	A	11	1	20	32
Roland Carson	A	0	0	33	33
Paul Brock	B	1	10	25	36
Stephen Hodge	N	14	14	8	36
Mark Lilly	N	16	17	15	48
Ken Smith	N	15	16	35	66
Bob Bruce	A	34	12	25	71
Peter Locks	N	19	30	23	72
Gordon Anderson	N	29	13	30	72
Nelly Danel	B	11	29	33	73
Alan Waters	N	38	30	36	104
Tim Mann	B	27	67	35	129
Keith Diggle	N	42	46	45	133
Frank Willard	B	46	60	44	150
Malcolm Norman Stuart Hughes Trefor Oldfield- Hodge	N				
Bill Hicks	B	29	19	Rtd	

CALVIN'S TRIAL - 12TH JUNE -CVMC

Report by Jerome Fack. Photo by Duncan Stephens

After last year's bumper entry of champions past and present, it must have been a disappointment to the Camel Vale Club to attract just 9 entries this year. In fact if Alan Baker and Stuart Beare had not come down the event might well not have taken place at all.

The site near Bodmin has been used for several years for Production Car trials, so is not particularly steep. The June date insures that there some degree of difficulty as there is always a thick coating of lush grass at this time of year.

The Club slightly misjudged the first round- there were 4 clear rounds and probably should have been more – Stuart would have been disappointed to lose 10 and yours truly set the tone for the day by losing 6. My excuse was having celebrated a significant birthday the day before - Stuart could be forgiven for a lacklustre start after his long journey down. I was rather hoping that Jess would take up the family honour but unfortunately she was struggling to reach the pedals in my MSR! That did not stop her beating me on several sections though - it was that kind of day. Alan Baker was showing how it should be done in the Green Class by losing just the one point.

Things improved significantly in terms of difficulty in the second round helped in no small way by a bout of Cornish mizzle - that particular brand of precipitation that soaks everything without ever appearing to rain very hard. It was not a surprise to see Roland leading on 7 but Duncan Stephens was keeping him honest by finishing on the same score. The best of the rest was Roger Bricknell who was still well behind the leaders on 18. Alan went from winner to sinner dropping 33 points to relinquish the Green Class lead to Colin Flashman, who was beginning to get the best out of his MSR.

Lunch was taken ,while the weather and therefore the scores got better. Duncan moved in to the lead with a round of 11, well ahead of Roland on 19 but just ahead of Roger on 12. Alan rediscovered his concentration and was taken the fight to Flash, both dropping an excellent 16. And so we moved in to the last round with everything to play for - the sections were all altered slightly and it seemed you could make a mistake anywhere. Roland and Duncan were the only people to get past the 7 on section 4 since lunch - oddly although they lost 7 and 8 respectively it was on entirely different sections! So it finished with Duncan a comfortable winner from Roland, with the rest battling it out on nearly twice their scores. Flash took the Greens with a great drive finishing on the same score as Roger well ahead of Alan in the end.

There is something rather nice about summer trials even when it rains a bit - the cars don't get filthy, the driving is all rather subtle compared to some of the more pedal to the metal events we get in deepest winter. Although not a points scoring event, this might be remembered for a different reasons in the annals of Sporting Trials history. Duncan fitted a Super diff in to his Crossle for this event – it came out of another Crossle, whose owner stated that his car did not work as well with the new diff! This is the diff that is described by John in another article and may yet herald a change in the way diff testing is carried out. For the sake of Sporting Trials future it really needs to - Duncan reported an immediate and significant increase in performance which was born out by his win.

		R1	R2	R3	R4	Total
Duncan Stephens	Red	0	7	11	7	25
Roland Uglow	Red	0	7	19	8	34
Colin Flashman	Green	0	20	16	15	51
Roger Bricknell	Red	0	18	12	21	51
Alan Baker	Green	1	33	16	19	69
Jerome Fack	Blue	6	25	21	19	71
Stuart Beare	Blue	10	22	28	24	84
Mike Wevill	Green	27	37	24	18	106
Jess Fack	Green	30	26	28	39	123



SUMMER TRIAL - 26TH JUNE - NPTCC

Report by Martin Grimwood

The reinstated Summer trial was held this year at Hartside, nr Penrith and is a round of the NPTCC club championships. It's a fairly steep, grassy site with quite a few hidden stones to catch the unwary. The weather was bright and sunny but according to the BBC there was a weather front coming in around 4.00pm ... for once they were spot-on. The first shower started as we were packing up.

There was a reasonable entry of 19 although we had one non-starter - John Cressey, who couldn't get his car ready in time, he did however come along to marshal which is always greatly appreciated. There were 4 rounds of 6 hills, moving on to our allocated hills after each round. Andrew Woodhead was the CofC and made an excellent job as always, ably assisted by Mike Lawn on the Saturday, we ran "free" tyre pressures all day.

Round 1 was led by Simon and Matthew Kingsley with a clean sheet, followed by Jeff Armitstead in his "live axle" Hutton on 1 and Bryan Walker in the Jedi on 2. Simon was still leading after Round 2 with Jeff hot on his tail despite dropping two 1's. Richard Sharp had taken 3rd place pushing Bryan down to 4th.

The afternoon wasn't as favourable for Jeff and round 3 saw him drop to his eventual finishing place of 7th (perhaps an overindulgent lunch was to blame?). Simon was still leading on 2, but Mike Salton in his "Live axle" Concord pushed up to second place behind him on 7, Bryan reclaimed 3rd also on 7. On the fourth and final round Simon kept his cool and had another clear round giving him a remarkable total of only 3 for the whole day, Richard Sharp stepped up his game to take second place on 10 points and Barry Hogg with Douggie Parkinson came from nowhere to steal third

place. Mike Salton dropped 8 points on the last round giving him a total of 15 and fourth place. Mike also won the fiercely contested live axle class.

The results were announced at the Summer Social which took place after the trial. Many thanks to Andrew and Karen for hosting this and for laying on such a fantastic spread.

					R1	R2	R3	R4	
Simon Kingsley	Matt Kingsley	Crosslé	Independent	A	0	1	2	0	3
Richard Sharp	Joe Sharp	Cartwright	Independent	A	3	1	4	2	10
Barry Hogg	Dougie Parkinson	Hamilton	Independent	A	6	2	3	1	12
Mike Salton	Duncan Walker	Concord	Live	B	3	1	3	8	15
Bryan Walker	Mark Simpson	Jedi	Independent	A	2	3	2	8	15
Brian Thornton	Brian Callister	Kincraft	Live	B	3	4	9	1	17
Jeff Armitstead	David Morris	Hutton	Live	B	1	2	14	3	20
Rob Morgan	Jenni Reclik	Jedi	Independent	B	2	6	9	4	21
Phil Yarwood	Ann Yarwood	Crosslé	Independent	A	12	2	3	9	26
Martin Grimwood	Vickie Hunter	Sherpa Indy	Independent	B	5	8	5	11	29
Mike Lawn	Linda Lawn	Jedi	Independent	A	16	7	10	6	39
Andy McHardy	Neil McHardy	Struggler	Independent	B	10	18	22	10	60
Bob Packham	Mark Tallon	Sherpa	Live	B	26	13	17	26	82
Chris Woodhead	Mollie Brumfitt	SRB Copy	Live	C	28	20	29	25	102
Phil Brown	Brendan Spillane	CAP	Live	C	36	48	27	27	138
Barry Attwood	Dave Nickson	Chitty	Live	C	47	43	39	24	153
Andi Grote	Chris Woodhead	SRB Copy	Live	C	36	47	37	40	160

Harrison Sheldon Trial, Worm Hill, Biggar - 27th August - NPTCC

Report by Rob Baxter

What joy - to be back in the Borders when the sun shines and the midges are grounded. If you don't know the Mossfennan Farm site then you are missing a treat, as long as you are not allergic to bracken. The roads up from the A74M are fabulous, the A701 past Ruxton's Dump (Google it if you like a good murder story) and the Devil's Beef Tub, if you don't have a trailer there's the A708 up to St Mary's Loch then over the alpine pass to Tweedsmuir or there's the B709 from Langholm past the Tibetan Buddhist Monastery, well worth a visit . . . peace and love.

Oh yes, the trial . . . Bryan Walker won with four very tidy rounds, there was a bogey 7 in the last round but all the contenders collected sevens, eights or elevens they could reasonably have avoided. Mike Salton wrangled his Concord to within a whisker of the win and just ahead of Brian Thornton to collect the B Class and Live Axle trophies. Simon equalled Brian's points total and pipped him to third overall on clears with Phil Yarwood completing the top five.

Richard Sharp found a massive banana skin on Hill 3 (well that's how it was described to me) but he finished with a great last round to finish on 31 points, Harry Barr had the same points but fewer clears. Julie guided Martin into eighth ahead of Andrew Woodhead with Jeff Armitstead completing the top ten. Bill and his leg were next up followed by Bob Packham. Richard Waterhouse and Andy Mac seemed to be doing a different set of hills to everyone else while Colin picked up the pot for C class and some useful Championship points which is nice as - you've got to be in it to win it

Well done David for setting up a great trial in a lovely part of the world

Special mentions Bryan Walker for getting his name on the trophy
Mike Salton for nearly getting his name on the trophy
Harry Barr and Peter Frost just for coming over

The Whiskey Well Trial - Worm Hill, Biggar - 28th August - NPTCC

This was a good little trial, set up by Bob Packham and spiced up around the middle of the day by a spot of mizzly rain. I thought everyone coped pretty well given the conditions. Colin struggled to find a bit of consistency and gamely prevented anyone else from coming last. Andy McH enjoyed his day and carded a fairly respectable 41 - which is, of course, just short of the answer to Life, the Universe and Everything, so well done Andy. David Halsall posted a 32 but there are no photographs to commemorate the occasion as the stand-in photographer was distracted by a cavalcade of motorcycles on the A701. Martin and Julie did well in the afternoon . . . unfortunately they had already acquired a fair few points by then and had to settle for twelfth place on 28.

I must apologize to the majority of passengers who are not getting a name check in this report but Julie assured me that she was a significant factor in the success of the team and who am I to argue.

Phil was on 26 having mislaid the mojo that served him so well the previous day and the same might be said of Brian Thornton who finished in tenth place. Andrew was, for some reason, ninth on 22 just behind Bill on 20 who was probably handicapped by the extra weight in his wallet.. Harry Barr gets the award for consistency by finishing once again in seventh place on 19 points. Richard Waterhouse had a much better day than Saturday also dropping just 19

points and Mike Salton completed a trio on 19 points but sealed fifth place on clears. Jeff Armitstead had a good day finishing on 17 claiming the B class pot, the Live Axle award and bragging rights down at Docker.

The Yorkshire boys filled the podium, Bryan Walker with passenger Mark Simpson having to settle for third on 15, Richard and Joe Sharp finishing second on 13 with Simon and Matt Kingsley taking the top spot with a pretty impressive 7.

Special mention Mary Mathews for services to passengering

Results from these last two events may be found on the NPTCC website

Reports and Results from September trials will be in the next edition, together with updated Championship positions

CARS FOR SALE

Hamilton Trials Car - NEW PRICE Honda 12v Engine 1640 cc with gas injection and Hewland Gearbox with 4 star Diff. Car in excellent condition and all up to date equipment on it. Ready to win trials, has won loads of trials in the past. It has one spare front wheel and 5 spare back wheels and lots more spares, including a spare bonnet and boot cover. A gift at £14,500 had lots more spent on it . Tel Ian Bell 07778040024

1974 Concord Trials Car Successful car driven by Tom McKinney. Specification includes, Hewland 2 speed gearbox, BMC needle roller differential, 1450cc Honda 8 valve engine, Omex 600 engine management system. For sale complete or as a rolling chassis (post historic car?). Contact Tom for further details, 07818036340



FAKSIMILE with 1340 honda engine fitted ford 3 speed gearbox and Fack diff comes with spares package . Is great fun car and one of the most competitive live axles out there at the minute £3500 Alastair Moffatt 07717716950

SRB really has to go as no room in the shed - new car arrived. Excellent 1300 Suzuki just fitted running OMEX programmable ignition maps. 3 speed gearbox fully rebuilt after Gold Star debacle. 3 Julian split rims. AP Racing discs with billet 4 pot calipers. AVO front suspension with Excel rims and trials bike discs and calipers. Fully independent rear monoshock suspension with Nitron shock. Julian diff. Many spares to go with car. **NO REASONABLE OFFER REFUSED.** Jerome Fack 07831 327828 or Jerome@rockoysterfestival.co.uk

HAMILTON TRIALS CAR Honda 12v engine on LPG with Hewland gearbox, Talon front wheels, new rear wheels , car is in excellent condition and trial ready £15,750 ono also **NEW HAMILTON TRIALS CAR** with 16V Honda engine on LPG. Elite gearbox, front disc brakes, Gaz rear double adjustable shock, car is full spec, generous trade in allowance please phone for price 07802-880481 or eric.hamilton1 @btinternet.com

FOR SALE

FAK DIFFERENTIAL for Crosslé with Hewland Mk 9/VW Beetle hybrid transmission, also fits Mk9 and LD200 Hewland. High grade steel CNC casing, all VW gears, four planet wheels on roller bearing pins, see photo. Fully enclosed housing retains oil at any revs, and in the unlikely event of anything breaking no debris escapes into your expensive transmission. £690. J.fack@me.com or 07812 108588.

CONCORD parts for sale 2 Facksimile front axles. New Crossle type front axle with bellcrank. 2 new Kincraft front wheels complete. 3 Kincraft rear wheels. Alloy hubs and caliper mounts to convert BMC axle to disk brake. Shortened BMC half shafts. 4 branch manifold and SU carbs for Honda Civic engine. Honda Civic engine with bell housing to suit gearbox below. Hewland TC (Kincraft type) 2 speed gearbox (not transaxle). Honda Accord engine with trials sump. New Concord chassis with alloy panels. Moulds for Concord seat, bonnet, etc. Various springs, pedals etc. Michael Martin: 6mikemartin@gmail.com or 07860 508102

COVERED LOCKABLE TRIALS CAR TRAILER tows well, all lights work, good tyres, in need of some TLC. Open to offers contact Andy for more details on 01452 840755 or mob 0771 7815426.

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WANTED:

Cars for use in Historic Sporting Trials. HSTA Historic A: pre 1970 - must have 1172 Ford sidevalve or 950 BMC engine, transverse front spring and 18" rear wheels or Post Historic B: pre 1978 cars with period engines and specification on 15" rear wheels. NO Japanese/German/modern engines, twin diffs, transaxles, disc brakes, alloy wheels etc. Martyn Halliday - 07739 464170 - email martyn_halliday@msn.com or Ian Wright - 01732 529511(w) - 07850 486888 (m) - email; ian@thewrightevent.co.uk

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