



Summer 2020

On the
Fiddle
Number 2



News and pictures from the Historic trials world

Welcome

When preparing the 2020 edition of "On the Fiddle" a problem became immediately apparent– the title. To misquote Hamlet: -
To fiddle or not to fiddle: that is the question.
Whether 'tis nobler in the mind to suffer outrageous sections,
Or to use fiddle brakes against a sea of adverse cambers and tight turns
And by opposing fiddle brakes? Fear not, salvation is to be found in Heritage Trials.

Maybe the next edition should be called "On the Fiddle (or not)"

Anyway, welcome to all our new Heritage Trial supporters, there are too many to name individually. Just as welcome are racers Jonathan Lewis, who is restoring a Cannon for the Historic class, and Andy Jarvis with a rare Mark 2 Facsimile in Post Historic.

2020 Trials Update

Everything seems to be working against us this year. All we have managed is the excellent Sywell Trial in February but even that took place in the midst of the named storm "Ciara". With gale force winds and rain, it was pretty wild and slippery in the woods but we got away with it – just, thanks to Josh Veale, his MTCC team and all the many marshals.....

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Henry and James Alexander



Dave and Jennie Oliver



Must be a poacher on the ridge



Did Teresa know covid was around the corner?

On the Fiddle

.....Then the Covid-19 virus hit the UK and all motorsport stopped until recently. We lost the Ron Faulkner Trial, the Isle of Wight 2 Day Trial, the new Heritage Trial, the new Northern Trial and the HSCC trial.

Keep your Distance

Motorsport UK has issued guidance for a resumption of competition but meeting the current rules on social distancing is somewhat difficult in cars where the cockpit is less than a metre wide. There has been considerable debate on how we can comply with all the guidance, but it will mean major changes to the feel and way we organise our events. More details to follow but the Midland Trials Car Club aims to run the Wotton under Edge trial on the 7th November.

CAR SOS

Some of you will have seen the National Geographic/More Four CAR SOS TV programme on the restoration of the Eric Jackson "Goldfinger" Cannon for one of our original supporters, Dean Yarrington. The feedback was great but, inevitably, there were anorak comments such as they had used metric instead of imperial rivets, somebody even queried whether Eric Jackson had ever driven in a trial.

A few thought the presenters were too flippant, but this is first and foremost a TV programme to entertain the masses, not a Haynes manual on how to restore a Cannon. Look at the expressions on Fuzz and Tim's faces during the Sywell Trial, they were not messing about or showboating and Fuzz can certainly drive. They did well and we gained a lot of useful publicity.

Thanks to all who came to the "grand reveal" at Shelsley Walsh, it was a great display. A suggestion we should have a timed run up the famous hillclimb in our trials cars did not seem to impress the Clerk of the Course. Cannot think why! However, the good news is he is keen to have a historic sporting trial at Shelsley.

Josh and Elaine got married

Congratulations to Josh Veale and Elaine Smythe on their marriage last year – good job this is not the local newspaper. In true motorsport style they had the reception at Prescott and the trials car went as well.

Good luck to you both and thanks for all your hard work organising our trials



Northern Trial site at Gale Hill



Don't come so close to me!



Fuzz Townshend at the wheel



On the Fiddle

New website

At last we have a great new website at www.historicsportingtrials.com – thanks to Renata Fernandes for all her hard work in setting it up. Renata is the Owner/Editor of www.FiveStarTrilogy.com and has suggested it may be possible to have a historic sporting trial at a hotel in Scotland.

We are now going to add a section to cover Heritage Trials and another relating to famous trials drivers from the past.



Old Photographs

I have recently been in touch with Harry Portlock whose dad Ivor was very well known in the 1960's. Harry has provided a selection of super period photos from the family album which we want to post on the website.

One of the best is of Ivor driving his Alexis at the TV Trophy Trial – just look at the BBC outside broadcast equipment!

The car is being restored by Edwin Jowsey



The Jowsey workshop



On the Fiddle

Heritage Trial

We would have had at least 45 early trials cars, including 5 with V8 engines, at our first Heritage Trial. Here are a few great period photos. Spread the word, we are looking for post war trials cars without fiddle brakes to join us in these new events. Provisional "virtual" entry list on the last page.

With all the current Covid uncertainties this is not the best time to launch a new type of trial. Under the current Motorsport UK guidance some competitors would have to wear face masks which somehow, does not fit the ethos of having a friendly fun day out where we get to know each other. Whether this will become the new normal and we just have to get used to it remains to be seen but, when other factors such the demographics of our competitors, arranging a pre event supper, hotels and travel are taken into account it is sensible to postpone until next year. When it does happen, it will be a great day out with some amazing cars.

17 Bennett Family Gloucestershire JYH 613

Allard J1 "Appleton Special" Engine : Mercury 4 litre supercharged
Gearbox : Ford 3 speed Chassis Number K12313
1946
History - Jim Appleton, a close friend of Sydney Allard placed an order in 1946 for a J1 chassis to replace his present J1. He asked for a few modifications to be made to his new car with Andre Hartford dampers and stiffened centre chassis. He fitted his new chassis with the supercharged V8 from his first J1, and proceeded to build his own front nose and bonnet allegedly to allow as much cooling air to pass through the car as possible. He then campaigned the car for 2 years in all of the major trials becoming the most successful Allard -driver combination. As one of the 3 "Candidi Provocatores" they were possibly responsible for the big V8 cars becoming frowned upon for their ability to climb virtually any hill. The car was then sold to Tony Ruffitt who continued to trial it before it went through numerous owners, eventually becoming the proverbial barn find. The car unfortunately underwent a blue Hammerite restoration where the restorer sprayed the entire car, less body in blue paint, at which point we bought it! Instead of completely stripping the car I'm trying to restore the bodywork back to original, rebuild all suspension and gearbox, before restoring the chassis this winter.



18 Ian Veale Somerset POD 198

Dellow Mk1 Ford 1500 pre- crossflow.
History - Had 7 owners that I know of and resided in Cumbria, Cornwall and Kent to name but a few, now obviously in Somerset. Was used in the 60's as an auto cross car but from early 70's onwards trialed extensively. Won 3 triple crowns with at least 2 different owners.



19 Mark Elliott Oxfordshire UO 20

Dellow Mk2 Special
1953
History - Purchased as a rolling chassis and built by Les Gear in 1953. My father purchased the car in 1957 and used it with success in the Land's End and Exeter Trials. I don't know when it was last used competitively, possible early 1960's.



This is a virtual entry list for a possible virtual event and the names of any cars not participating are marked with an asterisk.

19th June 2020
HISTORIC SPORTING TRIALS ASSOCIATION

Competition Number	Driver	Location	Vehicle	Model	Year	CC	Reg Number
1	Warren Matthews	West Sussex	Lotus	Lotus 6	1952	1275	W6248
2	Simon Knight	West London	Delton	MG8	1953	1172	SW1 237
3	Tom Kelly	Worcestershire	midland special		1953	136	SW 107
4	Peter Williamson	Bedfordshire	Delton	MG1	1953	1041	SW1 957
5	Paul Clay	West Yorkshire	Kaarlo/Hard	Cross Special	1945	584	SW 345
6	Adrian May	Gloucestershire	Delton	MG1	1952	1275	W74 123
7	Julian Barber	Leicestershire	Avon Special	Specialist	1959		W68 228
8	Warren Lewis	Somerset	Ford	Midland Special	1954	474	W14 289
9	Ray Henson	Staffordshire	Delton	"The Rover"	1949	1275	W22 564
10	George Houghton	West Yorkshire	Delton	MG1	1950	1024	W24 485
11	Robert Robinson-Gibson	Worcestershire	Alford	J1 Competition	1949	542	W3 5
12	James Smith	Worcestershire	Alford	J1	1948	600	W47 243
13	Adrian Thompson	Worcestershire	Alford	J1 Special	1948	584	W49 279
14	Peter Henson	Staffordshire	Delton	MG1	1950	1071	W57 40
15	Tom Andrew-Smith	Northamptonshire	The Cobra		1949	800	W58 262
16	Mike Purvis	West Sussex	Mercury V8		1947	1041	W64 522
17	Bernard Harris	Gloucestershire	MG1 J1	Application Special	1948	600	W65 123
18	Ian Veale	Somerset	Delton	MG1	1950	1000	W68 038
19	Mark Elliott	Oxfordshire	Delton	MG1 Special	1952	142	W6 20
20	John Hancock	Worcestershire	Delton		1952	600	W06 480
21	Bob Brighouse	Gloucestershire	Delton	MG1	1951	1041	W46 40
22	Bob Jennings	Staffordshire	Delton	MG1	1952	124	W47 140
23	Mark Johnson	Worcestershire	Delton	MG1	1950	1071	W71 447
24	Mark & Wendy Bathurst-Hughes	Worcestershire	Delton	MG1	1954	1041	W85 407
25	Steve Hall	Worcestershire	Delton	MG1	1954	1041	W87 418
26	Eric Hall	Worcestershire	Delton	MG1	1950	1071	W7 107
27	Bob Hall	Worcestershire	Delton	MG1	1951	1041	W7 107
28	Andrew Davies	Essex	The Clubman		1952	54	W4 964
29	Peter Tudor	Devon	Delton	MG1	1951	1041	W46 412
30	Walter Lee	Staffordshire	Delton	MG1	1951	1041	W47 140
31	Roger Carter	Devon	Delton	Special	1951	1071	W48 288
32	Michael Hildred	Worcestershire	Delton	MG1	1952	1071	W51 447
33	Regal Miles	Gloucestershire	Delton	MG1	1952	1071	W51 447
34	Chris Stevens	Worcestershire	Delton	MG1	1952	1071	W51 447
35	Regal Miles	Gloucestershire	Delton	MG1	1952	1071	W51 447
36	Ian Veale	Somerset	Delton	Special	1952	1275	W 706
37	Christopher Williams	East Sussex	Delton	MG1	1952	1171	W17 170
38	Richard Gibson	East Sussex	Delton	MG1	1952	1071	W18 180
39	John Greenaway	Devon	Delton	MG1	1952	1041	W44 284
40	Andrew Thompson	Devon	Delton	MG1	1952	1041	W45 294
41	Tom Bealington	Worcestershire	Delton	MG1	1950	1000	W46 298
42	Delton Miles	Gloucestershire	Delton	MG1	1950	1000	W47 298

We would have had a great day out and decided that another year should be regarded as soon as possible.

Historic Sporting Trials Association
www.historic-sporting-trials.co.uk
01753 444170

Our thanks go to Charlie Whittington who prepared the programme. See www.historic-sporting-trials.co.uk for full details.

On the Fiddle

What people do when they are not trialing

Congratulations to Westie and Ben Mitchell for winning the recent HSCC Guards Trophy race in their beautiful Chevron B8. It was the first time out in the car after a 2 year restoration. Now they have time to fix the gearbox in their Post Historic Wrightone!

Tim Kary enjoys going snow biking

Historic driver Mark Busfield has been busy winning a grass autotest, not surprised when you look at the determination on his face in the picture. He has also been leading a team from the National Centre of Motorsport at the University of Bolton who have been preparing the Historic F1 Ensign N180B in which Johnny Herbert will return to the track.

Online entries

The only positive side of the Covid-19 outbreak is that it has made everyone look at event organisation. Motorsport UK say entries must be made online and cash cannot be taken on the day. This may mean we have to drag some of our competitors into the 21st century! They know who they are, and they have been forewarned. From the organisers point of view it will eliminate most of the stress around "signing on", which must be a good thing.

PURPLE LAP Entry System

We already have an on line entry system provided by Purple Lap and everyone is urged to register as soon as possible. A number of tweaks have been made to make the registration procedure more straight forward but if you dislike computers then ask for help. The best part is once you have registered properly, entry for a trial only takes a few seconds.

Lucky person

Richard Flanagan sent in this picture of a diff he had to strip. Spot the broken bolt head, the crown wheel and pinion were unmarked



Mitchell Chevron



Tim Kary



Mark Busfield



Johnny Herbert



On the Fiddle

History

The Fack brothers have produced the definitive history of the Facksimile. It makes a fascinating read and shows how trials developed in the early 1970's. The full story - all 15 pages of it - will be on our website shortly.



John & Jerome in Impunity 1 (early version!) with A8 axle & artillery wheels, dural front axle & 1970s hair. High Edge Raceway, probably 1975

New cars

Competition in the Historic class is about to heat up with Mark Howse, Jerome Fack and Richard Flanagan unveiling their new steeds

Virtual Isle of Wight 2 day Trial results

As we had to abandon this year's Isle of Wight 2 day Trial we had a virtual trial which involved the arduous task of throwing a dice twice to obtain a score for each section. There is always someone who reads the rules and pushes the boundaries

The scores were remarkably similar considering a dice had to be thrown 72 times. There were "wins" for Dave Wall and Lionel Birch in the Historic and Post Historic classes, respectively. The best photograph we have is of the "newcomers" winners, Jack and Archie Wall



Jim Chapman finally works out how to go clear

Section Ends

To finish on a positive note the historic sporting trial scene is going from strength to strength.

Out of the 45 entries for the Heritage Trial, 37 are either not regular competitors with us or are newcomers, and the entry does not include "double drives". Couple this with a healthy 61 entries for the Sywell Trial we must be moving in the right direction.

The major task is to overcome the rotten Covid-19 problem and get back to some resemblance of normality. We are on the case as to how this can best be achieved within the Motorsport UK guidance and hope historic sporting trials will be back on the hills in the next few months— cannot wait.

Best wishes
Martyn Halliday



Mark House's new car



Jerome Fack's Cannon



richard Flanagan's Cannon



Jack and Archie Wall roll the dice

On the Fiddle

A3 Coffee Table Books

Is now the time to indulge in a high quality photo book of your Motorsport activities?



Samples from
Hans Ciers's
Book

Charlie Wooding



Price dependant on pagination and number of photos
email Charlie - charliewooding@btinternet.com
or call 07778 393028 for more information

Trials prints and digital files can be purchased on line at
www.charliewooding.co.uk