



The Midlands
Trials Car Club
In association with
The HSTA
Present



The Inaugural Heritage Trial

POSTPONED

Crewkerne Somerset
14th June 2020



Programme

As you are all well aware this event did not take place due to the COVID 19 pandemic. This is a record of the entries received and a taste of what awaits competitors in the hopefully not too distant future.



Catering wagon at Crewkerne 2019



2012 Inaugural HSTA Trial



2012 Inaugural HSTA Trial



Bovington Trial 1956



Dellow on the 2014 MCC Exeter Trial



2012 Inaugural HSTA Trial

A selection of eligible cars

Cover photos; The site at Crewkerne - Roy and Bev Heydon in the Sleeman Special
Pre Trial social at the 2019 HSTA event

“The aim of Heritage Sporting Trials is to provide enjoyable events for owners of early post war sporting trials cars which are not equipped with fiddle brakes”

Virtual FINAL INSTRUCTIONS - Inaugural Heritage Sporting Trial – June 2020

The Historic Sporting Trials Association, in conjunction with the Midland Trials Car Club and the Dellow Register, had hoped to welcome everyone to the Inaugural Heritage Sporting Trial on the 14th June 2020 at Crewkerne in Somerset. Unfortunately, with the country in the grip of the worldwide Covid-19 virus pandemic all motor sport events had to be cancelled or postponed. The trial would have celebrated the 70th anniversary of the production Dellow.

Although the event has been postponed it was decided to produce the attached list of competitors and their vehicles who agreed to enter. For this inaugural trial, all competitors supplied photographs and details of their vehicles resulting in a historically interesting document. Charlie Wooding agreed to be on hand to photograph each competitor in action on the day.

Heritage Sporting Trials are for early trials vehicles, such as the Dellow, not equipped with fiddle brakes. There will be 2 main classes: -

- A) Vehicles, built before 1959, conforming to the 1953 RAC Trials Formula (see later)
- B) Post war trials specials built before the introduction of these Regulations.

Some of the vehicles on the entry list have been modified by the fitting of later engines etc. When the inaugural trial finally takes place, it is the intention to further classify the vehicles into a few simple classes and to see how this develops before drawing up more detailed regulations for future events.

Following the successful historic sporting trial model, scrutineering etc is usually from 9.00am with the trial starting at 10.30. Normally there will be 6 observed hills, 2 laps in the morning followed by lunch at an excellent catering van and a further lap in the afternoon.

The social side of these events is especially important. On the Saturday afternoon, the organisers had arranged to offer gentle, light-hearted and sympathetic guidance on the joys of trials driving to those who thought it would be helpful. Following this, in the evening arrangements had been made for competitors and friends to have a buffet supper at the local golf club.

To find out more, email Martyn Halliday (HSTA) at historictrials@gmail.com See website www.historicsportingtrials.com.



"The aim of Heritage Sporting Trials is to provide enjoyable events for owners of early post war sporting trials cars which are not equipped with fiddle brakes"

VIRTUAL entry list

Inaugural HERITAGE Sporting TRIAL

14th June 2020

POSTPONED due to Covid-19 virus

Competition number	Driver	Location	Vehicle	Model	Year	cc	Reg Number
1	Martyn Halliday	West Sussex	Lotus	Mark 6	1953	1172	HEL 46
2	Simon Knight	West London	Dellow	Mk2B	1955	1172	OUY 237
3	Tim Kary	Hampshire	Imhof Special		1953	1172	CKL 537
4	Peter Mountain	Buckinghamshire	Dellow	Mk1	1950	1600	NPP 597
5	Paul Clay	West Yorkshire	Austin/Ford	Trials Special	1949	1172	GRE 345
6	Adrian Moss	Gloucestershire	Dellow	Mk2	1951	1172	KTM 120
7	John Bamber	Lancashire	Austin Seven	Sportsman	1929	850	RM6 220
8	Warren Leavens	Somerset	Ford	Model Y Special	1934	1172	AYX 399
9	Roy Heydon	Staffordshire	Sleeman Special	"The Bomb"	1949	1172	KOC 444
10	George Houghton	Worcestershire	Dellow	Mk1	1950	1172	KOH 189
11	Robert Robinson-Collins	Hampshire	Allard	J1 Competition	1948	3917	KLD 5
12	James Smith	Putney	Allard	J1	1948	4600	KBP 242
13	Aaron Homewood	Rutland	Allard	J1 Special	1948	3500	JYM 272
14	Peter Hanman	Suffolk	Dellow	Mk1	1950	1172	JUY 34
15	Tim Jackson-Stops Douglas Blain	Northamptonshire	HRG	The Crocus	1949	1496	ESG 901
16	Mike Furse	West Dorset	Mercury V8		1947	3900	GAA 555
17	Bennett Family	Gloucestershire	Allard J1	Appleton Special	1946	4000	JYH 613
18	Ian Veale	Somerset	Dellow	Mk1	1950	1500	POD 198
19	Mark Elliott	Oxfordshire	Dellow	Mk2 Special	1953	1172	UO 20
20	John Fletcher	Worcester	Dellow	Mk2A	1950	1172	KOX 800
21	Bob Broughton	Gloucestershire	Dellow	Mk2A	1951	1172	FJN 60
22	Bob Jennings	Warwickshire	Dellow	Mk1	1950	1172	LXC 143
23	Matt Johnston	Hampshire	Dellow	Mk1	1950	1600	MTT 667
24	Neil & Mary Rothwell-Hughes	Powys	Dellow		1954	1172	MYG 457
25	Dave Wall	Cotswolds	Dellow	Mk1	1950	1172	HWP 916
26	Eric Wall	Cotswolds	Dellow	Mk1	1950	1600	LZ 2372
27	Boyd Webster	Yorkshire	Ford	Sports	1947	1172	HTD 234
28	Jeremy Deeley	Essex	The Cranford		1951/2	1172	14 AHA
29	Peter Tudor	Cornwall	Dellow	Mk2	1951	1172	FJN 615
30	Stephen Lee	Suffolk	Dellow	Mk2	1951	1546	MLX 79
31	Roger Ashby	Kent	Coates	Special	1951	1172	KAB 998
32	Michael Hibberd	Berkshire	Buckler	Mk53	1953	1172	OTC 847
33	Steve Lister	Derbyshire	Dellow	Mk2	1952	1172	FFV 16
34	Chris Sievers	North Yorkshire	Dellow	mk2	1951/2	1172	FFR 110
35	Nigel Moss	Gloucestershire	Cannon		1955	1500	WKE 555
36	Ian Moss	Gloucestershire	Lypiatt	Special	1952	1275	9 TKE
37	Christopher Williams	East Sussex	Dellow	Mk1	1951	1172	LYT 770
38	Richard Gibson	East Devon	Dellow	Mk1	1950	1172	JUY 594
39	John Greenaway	Gloucestershire	Dellow	Mk1	1950	1172	XAS 783
40	Andrew Isherwood	Gloucestershire	Dellow	Mk1	1950	1172	VMF 666
41	Tim Barrington	Leicester	Dellow	Mk1	1950	1700	OUB 909
42	Joshua Moss	Gloucestershire	Gregory		1952	1500	PPP 387

We would have had a great day out and have decided that another trial should be organised as soon as possible

Martyn Halliday
Historic Sporting Trials Association
www.historicsportingtrials.com
07739 464170



Details of vehicle provenance as supplied

Our thanks go to Charlie Wooding who prepared this programme. See www.charliewoodingphotography.co.uk/trials_galleries



THE regulations published on this page are from a bulletin issued by the Royal Automobile Club, and represent the findings of the Competitions Committee after a great deal of deliberation, on the subject of trials in general.

It will be noticed that tyre size restrictions apply only to "Specials". Mutilation of tyres and the use of motor-cycle covers are forbidden on all machines. An interesting point is that the insistence on a full and free differential could be overcome by any specials-builder who registers as a manufacturer—at least that is the impression conveyed by the wording of paragraph 2 (b). Presumably this paradoxical position will receive the attention of the R.A.C., and a clear definition given of a "manufacturer".

1. GENERAL

ENTRIES for the 1953 R.A.C. Trials Championship and its qualifying events will be required to comply with this formula. The formula is recommended for general use by organizing clubs as from 1st January, 1953, but clubs will, if they so wish, be free during 1953 to specify as an alternative "R.A.C. Regulations for vehicles taking part in Trials and Rallies", issued July, 1949.

Organizing clubs should arrange for competing cars to be examined for compliance with the proper regulations at least prior to the start of the competition. Additional examinations may be made at the discretion of the organizers.

2. Vehicles Eligible

Any type of four-wheeled motor-car which is of sound construction and mechanical condition and—

- (a) Complies with all legal requirements of this country with special attention to brakes, lighting system, warning device, driving mirror, silencer, speed indicator, springs, wings and windscreen; carries a spare wheel and tyre of an appropriate type, is licensed currently as a private car and is properly insured for taking part in competitions.
- (b) A differential gear is fitted in full and free operation between the driving wheels, except on those vehicles running in the condition of their makers' original specification where such devices were not fitted by the manufacturer.
- (c) A four-wheel drive car is arranged to use rear-wheel drive only. The front-wheel drive mechanism must be rendered incapable of operation and competitors must satisfy the scrutineer that this has been satisfactorily achieved.
- (d) Twin driving wheels, chains or other non-skid attachments are not fitted.
- (e) Tyres all conform to the R.A.C. Tyre Regulations.
- (f) Complies with the further regulations below:—

A. Chassis

(1) The chassis (except as provided in A(2) below) must be catalogued and marketed and be of a type acceptable to the R.A.C., as coming within the spirit of these Regulations. At least 50 of the chassis model must have

been produced or provision made for producing 50, and manufacturers may be required to satisfy the R.A.C. or the organizing club of this fact. Modifications are permitted provided:

- (a) The original type and make of engine and its position in the chassis are unchanged.
 - (b) Position of radiator is unchanged.
 - (c) Position of clutch and brake pedals is not moved outside the adjustment provided by the manufacturer.
 - (d) Wheelbase and track, type of axles and suspensions are unchanged.
- (2) If the chassis does not comply with (1), the wheelbase shall not be less than the following dimensions:—

Engine Capacity	Wheelbase.
Up to and including 850 c.c.	6 ft. 3 ins.
" " " 1,150 c.c.	6 ft. 6 ins.
" " " 2,500 c.c.	7 ft. 0 ins.
Over " " " 2,500 c.c.	7 ft. 6 ins.

The engine shall be located so that the centre of the foremost sparking plug orifice is not more than one-fifth of the actual wheelbase aft of a line connecting the centre of the front wheel hubs, or one-eighth of the wheelbase if there is not an operative water radiator mounted in front of the engine.

These measurements will be calculated to the nearest inch and if more than one engine is fitted will be made to the foremost plus orifice of the rearmost engine.

B. Body

(1) The body (except as provided in B(2) below) must be as catalogued and marketed by the manufacturer of the chassis or an approved coachbuilder and be of a type acceptable to the R.A.C., as coming within the spirit of these Regulations.

The provisions of Paragraph 1 regarding overhang shall not apply to such a standard body provided no special extensions are made beyond the fittings necessary for carrying an additional spare wheel as close as possible to the body.

Passengers (if carried) may occupy any normal seating provided in such a standard body.

(2) If the body does not comply with (1) above, it must be capable of carrying at least one passenger in addition to the driver. It must be of adequate strength and of workmanlike construction, and must be normal and suitable for touring purposes.

The driver and (if passengers are carried) at least one passenger, shall occupy fixed seats within the body, the rearmost portion of which seats are not behind a line connecting the centres of the rear wheel hubs. The rearmost portion of any additional seat(s) shall not be more than 15 ins. behind the aforesaid line.

No part of any seat cushion *U.S.*, that part on which the occupier actually sits) shall be less than 6 ins. below the top edge of the body-sides, or doors measured at an adjacent point with the seat occupied.

C. Fireproof Bulkheads

There must be some form of protection between the engine and the driver's and passengers' seats suitable and sufficient in case of fire for preventing the passage of flame in that part of the car occupied by the driver and passengers.

D. Bonnet

The engine of the car must be totally covered by a bonnet or casing having a top and sides of metal, which, except in the case of chassis complying with Paragraph A(1), extends forward to at least 6 ins. behind the centre line of the front wheels, and forms a line continuous with the top and sides of the body.

E. Transmission

The transmission system must be beneath the floor of the car or secured in casings or covers of solid material.

F. Flooring

Within the driver's and passengers' compartments there must be a complete floor of adequate strength, rigidly supported.

G. Wings

Wings must be constructed of rigid material and must cover the full width of the tyres. If of metal construction, they must have wired, beaded or rolled edges.

R.A.C. TRIALS FORMULA, 1953

Move to Discourage the More Extreme Types of Vehicle — New Regulations for Specials

H. Windscreen

An effective windscreen or two separate "aero" type screens shall be fitted.

I. Overhang

The "overhang" permitted at the rear of the car, except as provided in Paragraph B(1) shall not exceed one-third of the actual wheelbase. Overhang will be measured horizontally from the line through the centres of the rear hubs to the rearmost part of the vehicle or its equipment.

J. Temporary Parts

No temporary part or parts may be incorporated in the construction of the vehicle.

NOTES

1. A Digest of the various Statutes and Regulations relating to Motor Vehicles is published by the R.A.C. under the title "Motor Laws". Copies are available from County Offices or from the R.A.C. Legal Department, 83 Pall Mall, London, S.W.1. (This is an up-to-date version of the Digest which appears in the R.A.C. Handbook.)

2. Seating. It should be realized that under Paragraph B(2) one passenger (if carried) must occupy a seat forward of the rear hubs. The term "rearmost portion" of seat includes squab, cushions or other upholstery.

3. The expression "adequate strength" used in Paragraphs B(2) and F shall mean that the component is of sufficient strength to fulfil the function for which it is designed.

4. The expression "temporary part" (Paragraph J) shall mean a part which differs in type and/or material from that normally used on standard production cars, and which has too low an expectation of useful life to fulfil its designed function over a reasonable period.

TYRE REGULATIONS

In regard to tyres, it has been decided to revert to an approved list of tyres. The list will be published as soon as information is received from manufacturers.

Tyre sections will be restricted in the case of special cars to:—

Engine Capacity	Section
Up to and including 2,500 c.c.	5.00
Over 2,500 c.c.	7.00

In the case of other cars of which at least 50 chassis have been produced or for which manufacturing provision has been made to the satisfaction of the R.A.C. no restriction on size will be made except that the standard wheel and rim as sold with the car must be used, and the type of tyre is on the approved list.

Modification of standard tyre tread pattern will not be permitted.

This last regulation comes into general effect forthwith and is to be applied to the remaining events in the 1952 Trials Championship series.

It is intended that tyres on the approved list shall be confined to those marketed for normal road use.

The Competitions Committee gave a ruling on certain appeals brought before it concerning the use of Dunlop "Universal" tyres that, as these tyres are listed by the manufacturers for use on motor-cycles, they are not permitted on cars.



The New R.A.C. Trials-Car Formula

Clubs which organise mud-trials and owners of those freak vehicles which are recognised as the only sort which stand a chance in such contests, will be fully occupied for some time to come with discussion on the new R.A.C. Trials-Car Regulations.

Some time ago the R.A.C. felt that the comic appearance of trials-specials, "will be possible, that dangerous hazards, introduced to defeat said "specials," will be obviated and that owners of more normal vehicles may be encouraged to enter—which we doubt, for such recent standard-car trials as have been organised, have met with poor support.

The new rules have been discussed with the B.T.D.A. and other interested parties. They are certainly far-reaching, specifying either standard chassis, of which at least 60 must have been produced, virtually unmodified, or "specials" with wheelbase/engine size of 6 ft. 3 in./850 c.c., 6 ft. 6 in./1,350 c.c., 7 ft./2,500 c.c. and 7 ft. 6 in./over 2,500 c.c. The last-mentioned must have the centre of the foremost sparking plug hole not more than one-fifth the wheelbase aft of the front hubs or one-eighth if no radiator is fitted before the engine. The rear of the seats must not be more than 15 in. behind the rear hubs, nor cushions less than 6 in. below body edges. Overhang shall not exceed one-third of the wheelbase. There are rules specifying proper bonnets and bodywork. Most of those interested will have seen the complete rules, obtainable from the R.A.C., Pall Mall, S.W.1.

So far these rules apply only to trials counting towards the 1953 R.A.C. Championship; other organisers need not comply, although it is hoped they will do so. This does not seem entirely satisfactory, inasmuch as conditions for the Championship may be easier than for those trials still opened to all-comers, which would be rather droll. It would seem better to standardise, although hard on those who

SOME FORTHCOMING CLASSIC TRIALS

Oct. 12th	Taunton M.C. Allen Trophy Trial, Taunton
Nov. 1st/2nd	Sheffield & H.M.C. High Peak Trial, Derbyshire.
Nov. 8th	Cheltenham M.C. Cheltenham Trial, Glos.
Nov. 9th	Cemian M.C. Knowland Cup Trial, Surrey.
Nov. 15th	Harrow C.C. Cottingham Memorial Trial, Chilterns.
Nov. 22nd	Bristol M.C. & L.C.C. Fedden Trophy Trial, Cotswolds.
Nov. 30th	Kentish Border C.C. Kentish Border Trial, Kent.
Dec. 6th	London M.C. Gloster Trial, Cotswolds.
Dec. 20th	R.A.C. Trials Championships, Wales (?).

possess freak "specials" which will be rendered of no use and consequently no market value.

However, it will be interesting to see which clubs adopt the new ruling and which do not, and what effect the new formula will have on entries and slime-storming ability.

To those who have never watched a trial, may we add our annual recommendation to do so. If you park your car as requested and do not damage adjoining property, the organisers will welcome you.

The best plan is to go to the start half an hour before the trial is due to commence, armed with a 1-in. Ordnance map of the area, when an official will usually indicate the hills and tests for you. You will see much good country on this sort of day out and will be able to spectate at more than one mud "section" if you time your movements accordingly—thus getting in some map reading and cross-country motoring on your own account. This winter MOTOR SPORT will endeavour to give starting times of trials in its Fixtures Panel. Offers of help are often acceptable to the organisers, sometimes from non-members. But remember that marshalling or spectating at trials entails long periods of standing on muddy hills, often under dripping trees. Gum-boots are a necessity and old rain-coats, shooting sticks, hot drinks, and the girl-friend's second-best umbrella are important items of equipment! You have been warned! Finally, while we do not propose at this stage to take sides for or against the new R.A.C. regulations, we publish below MOTOR SPORT photographs of trials "specials," taken last season, from which you may form your own opinions as to whether the appearance of such cars would, or would not, benefit from a change.

CLUB AFFAIRS

The Morgan Three-wheeler Club elected 23 new members recently, three of them *via* MOTOR SPORT.

Les Hommes a l'Hispano have compiled a register of 43 Hispano-Suiza owners in this country. Their cars number 26 37.2 h.p., seven 27 h.p., seven V12s, three 45 h.p. and two Alfonsos. Secretary: Morin Scott, 46, Cranley Gardens, S.W.7.

The Northern Section of the Vintage S.C.C. meets on the second Thursday in the month at the "Wheatheaf," Barlow, Derby, on A.619.

The Lagonda Club has meetings on the second Tuesday, every other month, as from October 14th, at the "Roe Cross," Mottram near Stalybridge, and on the second Tuesday every other month, *i.e.*, November 11 *et seq.*, at the "Saracen's Head," Warburton, near Altrincham, on B.5159.

The R.A.C. has suspended the Competition Licence of C. A. Street for 1952 and withdrawn the Licence of D. Stone, *sine die*.

SIMCA BEATS AUSTIN

At Monthéry a Simca Aronde has set up 27 new International Class F records, covering over 37,641 miles at around 70 m.p.h. All the Austin A40 records of 1951 and many of the 1933 Citroën "Petite Rosalie" figures were beaten.



1**Martyn Halliday****West Sussex****HEL 46**

Lotus Mark 6 trials car
1953

The only Lotus Mark 6 built to the new 1953 RAC Trials regulations

History - The car was built for Horace Sinclair Sweeney in 1953 and he entered in the London Car Club's French Sporting Trial at Annecy which he won outright. In September that year he competed in the Knott Trial and at the Allen Trial on the 11th November 1953 he won the Chas Allen Cup. At the very muddy Gloucester Trial on the 5th December he won a second class award - see photograph.

In February 1954 the car was sold to Arthur Hay who entered the Lands End Trial that year but was a non-starter. He then drove in various trials such as Lawrence Cup and Kentish Border Sporting Trial. In January 1955 he competed in the Exeter Trial and won a 1st class award. From then until 1964 Arthur drove in the MCC trials winning 20 1st class awards and two "Triples" He also entered 750 Motor Club trials.

In 1964 the car was laid up due to a broken CWP. In 2010 I purchased the car from Elizabeth Telford, Arthur Hays daughter. It was in very original condition including the engine and gearbox. The ravages of time have taken their toll, and so Roach Manufacturing restored the original bodywork by knocking out the larger dents and repairing the corroded areas. The frame required remarkably little work.

The Heritage Trial will be its first competition for 55 years.



Kentish Border Trial Arthur Hay



Horace Sinclair Sweeney
1953 Gloucester Trial



During restoration 2020

2**Simon Knight****West London****OUY 237**

Dellow Mk2b Supercharged OHIV 1172cc
1955

Last known Event The Allen Trial 2019 (colour photo bottom right
Simon and Di Knight on board)

History - Sold to first owner John Mansell of Birmingham in May 1955 who took it straight into competition in that years Exeter Trial Monochrome film still of J Mansell driving it in The Derbyshire Trial 7/8th of May 1955 taken from M.C.C. 1955 News reel of that year, the film can be seen on YouTube where there are many other inclusions of the car in action in more recent years

Monochrome picture of the car in 1957 when owned by its second owner Mr Egglestone from Sheffield who used it as a daily driver, also regularly using it in trials for the next two years until he started a family, he still has some of the trophy's he won with the car. I hope to meet with them later this year to learn more of the car's history

Tax disc showing the car was still in use in 1965

The trail becomes less clear after that until it was rescued by a Dellow historian and club member approx 20 years ago before being owned and fully rebuilt into its present specification by Phil Potter around 2014 who also trialled it regularly



3

Tim Kary

Hampshire

CKL 537

Imhof Special
1953

Last known event - Plum Pudding Trial December 2019

History - Campaigned successfully during the 1950's, one of two cars build for Godfrey Imhof - CKL 537 only car to survive.



Top - Shenstone & District CC Chase Trophy Trial November 1953
Goff Imhoff at Grieves Wood II Photo Francis Penn

Right - Sywell Trial February 2019

4

Peter Mountain Chesham, Bucks NPP 597

Dellow Mk1
1950

Last known Event Cotswold Clouds 2020

1st owner G.L. Hancock of Aylesbury who previously trialled an Allard. He won a 1st Class Award in the 1950 (December) Exeter Trial in the Dellow (see photo & note the fag)

Supplied new with a 1172cc sidevalve Ford engine with a supercharger. Extensively modified from the mid 1950s. Now has a 1600cc Ford Crossflow engine & hydraulic brakes.

The Dellow was even raced at Silverstone in 1955 in the 8 Clubs meeting by Norman Denison who owned it then.

It is still competitive in Class 8 in Classic Trials.

I've owned it since 1996 and have competed in over 100 trials in it since it was restored in 2003.

Photo, 2016 Nailsworth Ladder on Cotswold Clouds, me driving, son Jim bouncing



5

Paul Clay

West Yorkshire

GRE 345

Car Austin/Ford Trials Special

Year May 1949 and morphed later

Last known Event 2012 MCC Edinburgh Trial

History Competed in the North of England fairly successfully in the early 50s.



1950 Derbyshire Trial



2012 MCC Edinburgh - Bamford



1957 at Kitty Moor

6

Adrian Moss Gloucestershire

KTM 120

Dellow Mark 2, 1172 engine with Willment OHIV conversion.

**7**

John Bamber

Lancashire

RM6 220

Austin Seven Sportsman/Reliant
1929

History - Competed in classic trials in the North

**8**

Warren Leavens

Somerset

AYX 399

Ford Model Y Special. Ford 10 side valve engine with twin carbs and aquaplane manifolds

Chassis number: Y47533 / engine number: C826561

1934

Last known Event - MCC Events early 2000s

History - Originally known as the Yellow Peril and believed built in the late 1950's. Restored again in the late 1970s when the photo was taken and discovered once again on a farm in Sussex in the 1980's. Used until October 2000 when a Mr Barry Wallace of Wellington, Somerset purchased her. Recommissioned by Barry as a classic trials car. Purchased by me in April 2005 for £3,100.



9

Roy Heydon

Staffordshire

KOC 444

Sleeman Supercharged Special (nicknamed The Bomb, from 1950)
Chassis Number SM1949

Ford 1172cc side valve engine Marshall Nordec Supercharger
Built in 1949, road registered October 1949.

Last known Event - Sywell HSTA 2020

History - The Sleeman Special was built by J D Sleeman, (known in motor sport as Bill) trialed by himself and Ken Wharton in 1949/1950, with a lot of success, winning several competitions. Bill Sleeman and Ken Wharton diversified into track racing with JAP Cooper 500's, sadly Bill died in 1955 racing at Bouley Bay, Jersey.

My father, Fred Heydon, purchased the Sleeman Special from Bill during a trial at Birmingham Airport in the summer of 1951. After a few trials, my father rebuilt the Sleeman engine with aquaplane tuning equipment, which made a considerable difference. My mother and father competed at several venues and were members of The Hagley and District Car Club, over the years they won many awards and trophies in different trials. Raymond Baxter even had a drive of the car - which was televised in the 1950's. Fred and Joan ceased trialing in 1957, and the car was stored away and more or less forgotten about

Several years later - in 2012 - I heard of the interest and came to spectate at a HSTA trial and got the bug! The Sleeman was uncovered and dusted off, a battery was fitted and the car fired up, still standing on its 55 year old tyres. I started the process to rebuild the car to HSTA standard, thus keeping the car as original as possible. In 2013 myself and Tom (my son) entered the first HSTA Derby trial.

I do not know the location of my fathers last trial (something you wished you had asked whilst he was alive) I am guessing it was an autotest trial as the Sleeman had two gear boxes .. one for speed trials and one for hillclimbing.

Tom and Stacey Heydon at the 2019 Faulkner Trial

**10**

George Houghton

Worcestershire KOH 189

Dellow Mk1 chassis number 109350

1950

Last known Event - 2020 Clee Hills Class O win



History - Left the factory in supercharged form in March 1950. Sold to BJ Bodenham a well known trials competitor of the Post war years Lots of trials successes in the 1950s including winning the Clee Hills trial in 1953 with a clean sheet.

Restored in the early 1970s by Neville Nightingale, the former owner of Dellow Engineering, with Twin SU "Aquaplane" spec engine which it still has fitted.



11**Robert Robinson-Collins Hampshire****KLD 5**

Allard J1 Competition

1948

Last known Event 2018 MCC Lands End Trial

History - KLD5 is the car that changed the MSA rules! Built in 1948 following a NERF in HLP5, Goff Imhof spotted a loophole in the MSA regs stating the passenger must be seated but not where. Imhof's nimble mind capitalised on this and sat the passenger in an outrigger on the back of the car which resulted in the front wheels aviating every time the passenger bounced! First recorded view of this is the Pathe news article on the 1948 Gloucester Trial (see YouTube). Imhof won a first class award, but no special award as the car was difficult to control. The car was campaigned by Imhof in the Candidi Provocatores (White Challengers) Trial Team and modified following the change in rules to look like a normal car. KLD5 has a long and successful history and many illustrious trials and competition motorists have driven her: George Moore (1951), Don Rayner (1952-1960), John Netherwood (1960), Mike Carter (1961), Brian Croot (1962-1982), Graham Greenwell (1982-1992), Roger Ugalde (1992-2011) and I am the current owner since 2011. Rarely out of the awards, this Class 7 Trials car has regularly competed in many MCC Long Distance Trials and ACTC events.

Goff Imhof with Tom Lush Navigating KLD5 in her first competitive event, the 1948 Gloucester Trial. First Class Award.



Don Rayner 1952 Silverstone 24hr Rally, First Class Award



Robert Robinson-Collins and Bob Blackman, 2012 MCC Exeter Trial, Tillerton Steep, Silver Award

12**James Smith****Putney****KBP 242**

Allard J1 Original bodywork and is fitted with a 4600cc Mercury/Ford side valve flathead V8 with period Offenhauser high compression aluminium cylinder heads and twin inlet manifold with Stromberg 97 carburettors.

1948

Last known Event - Prestcott Hill Climb October 2019. Having been restored during the last two years it is currently used in Hill Climbs, Sprints and regularly on Track days at Castle Coombe and Llandow.

History - The car is the last recorded of the 11 J1 Allard's built between 1947 and 1948 by the Allard Motor Company in Putney and Clapham and one of 6 known J1 Allard's to remain. KBP is the sole survivor of the 3 Special Trials bodied 100" short wheelbase J1's built for Leonard Potter's Team to compete in International Rally's and Classic Trials. The first competitive event for the cars was the Rallye International Automobile des Alpes in 1948. The regular drivers of the two other sister cars were W F Mead Parker and Kenneth McAlpine.



**ALLARD J1 KBP 242 COMPETITION
SUCSESSES**

Taken from the Allard Motor Co newsletter Enthusiast Edition.

Dates refer to the edition date

Len Potter	July 48	Alpine Rally. Won the coveted Coupe des Alpes Award for a clean sheet and second place overall in the Rally.
Kenneth McAlpine	Nov 48.	Winner Ship Cup
Kenneth McAlpine	March 49	Hunt Trophy Trial 2nd Class award.
W F Mead	May 49	Chilterns Trial 1 st Class award.
W F Mead	July 49	Lawrence Cup Trial 2nd Class award
W F Mead	July 49	Edinburgh Trial 1 st Class Award
W F Mead	Nov 49	Wrotham Trial. Won Wrotham Cup and Member of winning team.
W F Mead	Nov 49	Bosson Trophy Trial. 2nd Class award
W F Mead	Jan 50	Exeter Trial 1 st Class Award. MCC Team Championship. W F Mead Triple Award.
W F Mead	Feb 50	Herts. County A.C. Winters Cup Trial Championship. Team Award to Chiltern Car Club. W F Mead, B H Brown, H Tucker-Peake.
W F Mead	Feb 50.	Lands End Trial. 1 st Class Award
W F Mead	Feb 50	MCC Sporting Trial 1 st Class Award
Robin Sadler	1965	Class win at Cambridge University AC Snetterton Sprint.

Apparently Robin campaigned this car successfully for some time

13

Aaron Homewood

Rutland

JYM 272

Allard J1 Special

1948

Last known Event - Tour des Cols 2019, 2017 and 2016. Lands End Trial 2013ish

History - The car was originally built as a K1 and finished 4th in the 1949 Monte Carlo Rally. At some point in the 70's it was rebuilt and the J1 body added to the original chassis. The car is in almost daily use and is ready at any point to drop an overnight bag in it and drive down to Italy or similar.



14

Peter Hanman

Suffolk

JUY 34

Dellow Mk1 Chassis Number 128850

1950

Last known Event - West Suffolk Motor Club Trial at Holbecks Park Hadleigh on the 23rd Feb 2020. It was very wet but I did manage a class win!

History - I have owned and trialed this car for the last 54 years. I know very little about the car prior to my ownership, however since I have had it I have used it mainly for East Anglian events although many years ago I took part in both the Lands End and Edinburgh trials. For the past 30 years my son has also competed in it at any events where we were able to double drive. Also during the past three decades I have also taken part in numerous classic runs, including a number of Norwich Union runs where we were driving over four hundred miles in the day.



15

Tim Jackson-Stops & Douglas Blain Northants ESG 901

The Crocus, chassis number is SW157R, engine is 2527H
1949

History - The car was originally built in 1949 by Tom Leggatt, a dealer in leather, who wanted to take part in motor sport but could not afford or could not find a suitable vehicle. He purchased an HRG chassis off Bill Shepherd, probably because Bill had damaged it (Shepherd's car still exists) and he had bought a new chassis. Tom then modified the front of the chassis to take Lancia pillar suspension possibly from a pre war Aprila and at the rear attached a Triumph Dolomite rear axle. The gearbox is a pre selector out of a pre war Riley. The engine is the Singer 1496cc unit used by HRG before the war to test to see whether it should be a replacement for the usual Meadows engine. The car in which it was installed is commonly known as the Green Demonstrator. Tom then made the body himself which is an accomplishment and the result is the very attractive and workmanlike car we have today.

Douglas and I visited Tom about 5 years ago and he told us how he has painted it purple with yellow wheels and called it the Crocus. I asked why and he said that it was spring!

He competed in it in the early 50s and won the Scottish Rally Championship. Then an Aston Martin took his fancy and the Crocus went through a number of other owners gradually becoming the box of bits we bought in 2009.

It was restored in Northants by Steve Strutt and myself and the engine was rebuilt by Ian Mahany.



Top Circa 1950
Bottom 2018

Mercury V8 Chassis Number F1

1947

Last known Event - MG (Midlands Centre) Field Trial September 2014

History - The Mercury GAA555 was built by Ron Faulkner (Paul's father), At some point (in the 1950s it was acquired by Courteney (Johnnie) Johns, Chris' father and used extensively in Cornish motorsport when it was owned and driven by Ken Huthnance and later by John Haswell (I first saw it at an autocross on Ken's land at Wadebridge when I was a teenager). It deteriorated to beyond the extent seen in the Beggars Roost picture above. After spending a lot of time trying to find Ash Cleave's amazing Morris Special and failing to purchase it, I spent even more time trying to find this car. It turned up in a lockup in Falmouth. Again, I failed to buy it but left a phone number in case he changed his mind. He eventually changed his mind and I borrowed a trailer from a neighbour to retrieve it. As everything had seized I literally dragged it onto the trailer! Back home in Bucks I broke up a mechanically sound but bodily awful Ford Pilot for its running gear and cobbled it together to do a couple of field events in Tring Park. Life then overtook it and little was done to it for years. At that point I had no idea of the car's history. During a visit to Beaulieu's library I came across a picture of it and over the years have pieced the history together. Eventually I plucked up the courage to have it rebuilt. Keith Roach created the body to (more or less) the original style and Chris Johns completely rebuilt it.



MDF with Chris Johns at Burton Dassett



Ron Faulkner at Southsea.



Ken Huthnance on a Land's End



Ken (or possibly John Haswell) on Beggars Roost



MDF at Tring Park (Passenger is Henry Allen)

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 Rumfitt 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 trialled 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.



20

John Fletcher

Worcester

KOX 800

Dellow

History - Owned by the Brian brothers and used by competition by them

**21**

Bob Broughton.

Gloucestershire FJN 60

Dellow Mk2A Chassis number 3261151
1951

Last known Event - Ross Motor Club Spring Fling Trial

History - Car originally owned by Bert Westwood, a garage owner from Clacton on Sea. He was a works Fiat Ballilia Driver at Brooklands just before the war. After the war he concentrated on Trialling, Driving Tests and Rallies and gained over 100 awards in such trials as the Lands end, Exeter and Edinburgh. He also competed in the Scottish Rally after driving from Clacton to Scotland, rallied and then drove back to Clacton. Together with Elsie Price and Ted Cleghorn they trialled as a Team of Dellow's.

The next notable owner was a Chris Strachan who also successfully trialled the car extensively.

I have trialled it only on Grass trials such as the various MG Midlands Section events and the Ross Motor Club Events.



1976 Lands End Trial, Blue Hills

**22**

Bob Jennings

LXC 143

Dellow Mk1 chassis number 136950

Purchased new in 1950 from Gordon Motors in London.

Last known Event

History - The original owner was Mr W Vero who used it extensively. It was supplied from the factory with a supercharger but by the time I bought it as a box of bits, the original supercharger had gone. Indeed, the Veros changed the engine at some time from the 1172 side valve to a Consul engine. I have a picture of LXC143 pulling a caravan with the Consul engine fitted.



23

Matt Johnston

Hampshire

MTT 667

Dellow Mk1

1950

Last known Event - MCC Exeter January 2020

History - Little known about any early competition history - MTT was bought new by a ships captain to be craned aboard his cargo vessel which ran between the Helford river And Cardiff - it was craned on and off his ship the Faringay and still has the Helford dealer plaque on the dashboard.

This is the earliest pic I have, originally cream, it was trialled extensively with the MCC in the 80's being changed to black, then polished alloy, having a crossflow added in the early 90's.

**24**

Neil and Mary Rothwell Hughes Powys

MYG 457

Dellow, (or very closely modelled on a Dellow with lots of Dellow bits). Chassis number JWK1 (not a regular Dellow chassis number)

1954, of slightly unknown provenance, but registered since 1954 as a Dellow

Last known Event Kimber Trial 2019

History - Our car is 1954, of slightly unknown provenance, but registered since 1954 as a Dellow with a fair bit of intermittent history of ownership since then including Capt Terry Vowles in the 1990s who trialled in her and other owners in the late 1950s and 1960s

Alham Splash on last year's Kimber trial with my son and one a general picture with my wife Mary behind the wheel locally.

**25**

Dave Wall

Cotswolds

HWP 916

Dellow Mk1

Build: Registered 9th Jan 1950 (assume manufactured end of 1949!?)

Last known Event - MCC Exeter 2020 (January)

History - 1st owner was E.J.P (Pat) Reynolds, who was a director of the Tufnol (early composite material) company. The pair became multiple award winners in trials and hillclimbs, and much modification ensued. Tufnol panels replaced some of the aluminium, either for cost or marketing reasons!? and the car became known as the 'Tufnol Special'.

Most significant recent history being the only car Triple award in 2008 & winning the Baddeley award (most successful car in the MCCs that year) and being the last Dellow to win a classic trial outright. Neither things I've repeated recently!!!



Cheltenham trial 8th Nov 1952



26

Eric Wall

Cotswolds

LZ 2372

Dellow Mk1 (Production number 22)

Manufactured July 1950

Reimported from Northern Ireland in 1956

Last known Event - MCC Exeter 2020

History - Bought by Eric in March 1980 in sorry state, rebuilt and first event with the car Lands End 1981, used continually since. Competed in RAC trials championship trial 1952 with R.C.McKinney (photo attached from Autosport Jan. Various MCC Triples, 3xField trophy (Lands End), Stanley cup, numerous MCC team awards, and medals.

Recent photo - Bamford Clough - MCC Edinburgh

**27**

Boyd Webster

Ford Sports

1947

History - Successfully trialed by Maurice Wild, mentioned in "Wheel Spin" later sold to JD Akernley in 1954 sorry do not too much after that till myself and dad bought it in 1994 ish Sharon and I did a few classic trials.

Last win Ilkley Classic Trial myself and Robin Jäger

**28**

Jeremy Deeley Essex

14 AHA

The Cranford Chassis Number PC1278182P

1951/2

Last known Event - HSTA Sywell Trial February 2020

History - The car is unique, having been built for his own use by John Deeley in the family engineering factory, Cranford Manufacturing Co., Smethwick, in the Black Country. The car was sold by John Deeley in 1957 to a friend, Tony Harrison and then on to one other owner, Frederick Whyte, before being carefully stored away in 1964. After 40 years in storage, the Cranford was bought and re-commissioned before auctioned at Bonhams in 2006. It was then actively campaigned before coming back into Deeley family ownership in 2018.

John Deeley, Jeremy's father, won the Chase Trophy Trial in the car organised by the Shenstone and District CC on Boxing Day, December 1952: 1st Roy Fedden Trial (BMC & LCC), 1955: 6th in the 1956/57 RAC Trials Championship.

Sywell February 2020



29

Peter Tudor

Cornwall

FJN 615

Dellow Mk2

1951

Last known Event - Clee Hills 2017

**30**

Stephen Lee

Suffolk

MLX 79

Car Dellow Mk2 Chassis No 311851 (TBC) Renault 15 Alloy Engine-
Shorrock Supercharger - Datsun Sunny Coupe 5 Speed dog-leg gear-
box.

Year 1951- August

History Car was owned and fettled by Peter Le Couteur who I am told
was renowned in the trials world in60s/70s/80s?

I would love to get some history of
the events he tackled in MLX. I have
only two period pics of the car at
Darracott (Lands End) year unknown

**31**

Entrant Roger Ashby

KAB 998

Car Coates Special (may be seen entered as Coates Orthoptera)

Austin 7

Chassis Ford 1172 Engine currently 100E) twin SU's, E93A gearbox,

"narrow" E83W back axle

Built 1951 by Godfrey George Coates an Austin
apprentice and long term employee who spent his service in the ex-
perimental body shop (son of George Coates also Austin apprentice
and long term employee with very interesting resume)

Last known Event 2019 Clee Hills

Owned by Ruth and I for last 20 years, often described by me along
the lines:- "I have made many appalling purchases but this without
doubt was my worst!"

Prior to my ownership there does not appear to be any competition
history.



32

Michael Hibberd

Berkshire

OTC 847

Buckler Mk53

1953

Last known Event

History - Owned since mid 1970s

Competition History to follow

**33**

Steve Lister

Derbyshire

FFV 16

Dellow Mk2 Chassis Number 3221051

"standard spec" with an 1172cc E93A Ford engine.

The mechanical specification is still as Geoff ran it:

100e engine with an Elva OHIV head and Shorrock Supercharger. Ford E93A 3 speed gearbox but with the addition of a Laycock Overdrive.

1951

Last known Event Lands End 2019

History - First owner was Robert Wood who had a factory in Blackpool. FFV 16 seems to have been used in competitive events for much of its life – Sprints, Rallies, but particularly Trials.

Geoff May owned FFV 16 from the mid 1990s until 2010 and had many successes in Classic Trials. He was always a great exponent of retaining the 1172 engine.

Top - First owner was Robert Wood on the start line at Croft in May 1952.

So the car is "as new"

Centre - Geoff and Ann on their way to a Gold in the 2003 Edinburgh.

Bottom Steve Lister MCC Lands End Blue Hills 2014



34

Chris Sievers

North Yorkshire

FFR 110

Dellow

1951/2

Last known Event - Not known

History - Not known

**35**

Nigel Moss

Gloucestershire

WKE 555

Cannon

History - History: One of Mike Cannon's personal cars with strong competition history. Current owner 30+ years who has won many classic trials in the car. Competed in the HSTA Inaugural Trial.

**36**

Ian Moss

Gloucestershire

9 TKE

Lypiatt Special

Year of Manufacture 1952

History - Current owner 40 years. Started out in 1952 as a Cotton Cannon using reg number RPJ 3 and 1172 Ford sidevalve engine. Currently fitted with a 1275 BMC engine. Competed in the HSTA Inaugural Trial.

**37**

Christopher Williams

East Sussex

LYT 770

Dellow Mk1

1951

History - No Known competition history

**38**

Richard Gibson

East Devon

JUY 594

Dellow Mk1 Chassis number 1471150

1950 November

Last known Event MCC Lands End Blue Hills approx 2010 retired

Only has one owner on log book, son who sold it said thought his Dad had bought it new. Currently having a bit of a refurb..



39

Jon Greenaway XAS 783 (originally EHJ 900)

Dellow Mk1 Chassis Number 114450

1950

History - No known motorsport history, a couple of pictures attached, the period one was supplied by the Dellow Register.

**40**

Andrew Isherwood Gloucestershire VMF 666

Dellow Mk1 Chassis 105250

1950

Last known Event Clee Hills 2020

Sadly no period competition history known of, though the car has been 'battle scarred' since the '60s so this perhaps suggests early trial use yet to be discovered.

**41**

Tim Barrington

OUB 909

Dellow Mark 1 Chassis 156 1 250 1700 cc crossflow, 5 speed type 9 gearbox, electronic ignition

Year of Manufacture 1950

History - Bought from David Bache, present owner 5 years I believe modified in the 70's to 1600 cc by a previous owner who lived in Hull, don't know for sure!

**42**

Joshua Moss Gloucestershire PPP 387

Gregory

History <https://wheelspin.info/gregory/>

2012 HSTA Trial

Who - What - Where - When?

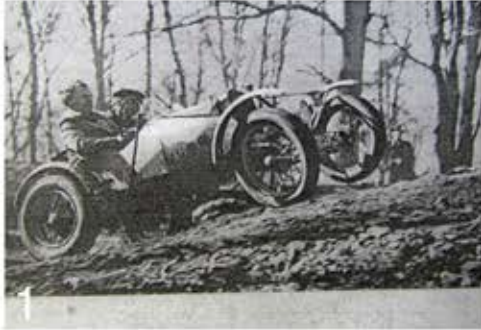
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Thanks to David Alderson for supplying the photographs









LEAH POWELL - APR 10 71

