



*oh what a beautiful morning,
oh what a beautiful day...*

On an amazingly warm February day we were all gathered, ready to Trial in Ponterwyd with Dave Dee as C.o.C. Can't be true I hear you say, Ponterwyd, warm- February. Yes I agree, unusual for June or July, but this was apparently day number two of good weather and the locals were finding it hard to get used to.

We began the morning with Malc trying to take photos unsuccessfully (something to do with the sun. I don't know, these new fangled cameras, bring back the box Brownie) and Marc succeeding, of the Mid Wales Air Ambulance Coordinator, Ann Edwards, accepting a cheque for £258.95 from our leader Frank, who had to hold Anns' hand for ages while Malc unsuccessfully tried to be David Bailey.

We were only a small number today with Mr D Lloyd administering to Lynda's every need (Lynda has broken her ankle) and Mick Maskelyne who we understand has been rushed into hospital. Get well soon both, from everyone.

Having volunteered John and I to write the Trial report, I spent sections 1 and 2 talking to Ann Edwards about Trialling and explaining how good you all are and how we all began all those years ago. John remembers very little of the morning sections (its his age you know) as he and Malc coughed their way to gate 7 on both sections and basically that was it for the day. Vain attempts by almost everyone to change coils and ignition modules brought no success. Thanks to everyone for your attempts.

Section 4 saw JPR driving a real motor, Angus's Range Rover- as his was having Diff problems. He just managed to cope with the power and size of this true Solihull product to gain a one. Marc was having problems with the high number gates and Franks photographic prowess. You shouldn't close your eyes Marc when the camera flashes.

Down to the Rabbit hole section where the rains had caved in many holes and created dry riverbeds with large banks, where Les briefly wavered on a roll around the 3 gate.

Marc has taken over control of the photographs and managed a clear on this section.

JPR has discovered the benefits of a shunt and Angus's girlfriend, Michelle, is still smiling or is it her teeth that are gritted.

Section 6 looked simple- well at least from the road. A good dry section, up a hill, turn left and do a reverse U to the 1 gate. Yes, it was easy-well Jo made it look easy with fiddle brakes. The next 2 drivers made it to the 6 gate. Even though Marc had teased Dad, post lunch about his driving going downhill, Les managed to struggle up to the 2 and then just got a grip, allowing a hub through to give a 1. Lunch had improved Marc's focus giving him a 1 even though Frank was on the prowl pretending to take photos, minus camera. Franks straight on approach to gate 7 didn't get him through the 6. Brian followed Frank and then JPR with a shunt, both managed a 6.



Section 7 by the car park was a long drive. Marc bounced and banged his way from 7 to 6 and then by a whisker missed the red 6 only to catch the 4. Frank after a good feeling in his water" scored a 2, and tried to drop off a steep bank only to be stopped by COC Dave. Lack of reverse gear meant a tow off section

Section 8 –First off Chris Hughes, and his vehicle jumped out of gear between 7 and 6 having just missed the white 7. Chris Spittle scored a clear, finally it seems he's sorted his fiddle brake. Joe came wide on the 1, but couldn't quite manage the last foot.

Section 9 was section 2 earlier in the day, but revamped as no one got past the 7. Only Angus, Frank and Tegwyn got past the 8 gate, with Chris Spittle storming all the way to a clear.

Section 10 was our beloved water, mud section, just to finish the day off, except this time the last five gates were across the bottom of the hill in the loose shale, up the bank and across the drive to a sneaky 1. Well done to Marc and JPR for getting to the 1.

Ten sections on a glorious day, thanks Dave and Les for setting out and to the marshals and Laura for keeping score.

John & Elaine Bradshaw