



Camel Vale Motor Club Limited

CAMEL CLASSIC TRIAL

Bodmin, Cornwall

Sunday 7 December 2025

Since its inception in 1983, the Camel Classic has been a staple of the Cornish trialling calendar. Pete Allen and Hans Viertel initially organised the event, running it together until Hans' passing in 2015. Since then, Pete has continued as Clerk of the Course, supported for several years by Ian Cundy and more recently by Emma Groves along with members of the Camel Vale committee.

The 2024 event once again saw a full entry, highlighting its enduring popularity and making the team's efforts to continue to secure access to Forestry England land worthwhile.

The Camel Classic remains open to cars, motorcycle solos and outfits and continues to be a round of both the ACTC and ASWMC championships.

In 2025, competitors will once again tackle some of the best loved sections in the Bodmin and Wadebridge areas, covering around 55 road miles.

We hope you enjoy the 2025 Camel Classic.

The organising committee.



2024 Car Winner
Matt Facey



2024 Bike Winner
Mark Seward & Patrick Keat

SUPPLEMENTARY REGULATIONS

Camel Classic Trial – 7 December 2025

1. Announcement

Camel Vale Motor Club Limited will organise a Clubmans Classic Reliability Trial on Sunday 7 December 2025 starting at The Mill Café, Bodmin Nursery, Laveddon Mill, Bodmin PL30 5JU.
What3words: ///cycle.gift.camp

2. Jurisdiction

The meeting is held under the National Competition Rules of Motorsport UK (NCR) (incorporating the provisions of the International Sporting Code of the FIA), the National Sporting Code and Standing Regulations for trials of the ACU and these Supplementary Regulations.

3. Permits

Motorsport UK Permit No: 205106
ACU Permit No: 206385
DOE Authorisation: TBC

4. Eligibility

The event is open to car competitors who are fully elected members of the organising club, as well as members of Bristol Motor Club, Holsworthy Motor Club, Launceston and North Cornwall Motor Club, The MCC, Minehead Motor Club, North Devon Motor Club, Plymouth Motor Club, Ross & District Motor Club, South Hams Motor Club, Stroud & District Motor Club, Torbay Motor Club, Truro and District Motor Club, Windwhistle Motor Club and Woolbridge Motor Club.

The event is open to motorcycle competitors who are members of the ACU.

The event is also open to all registered contenders of the championships listed in 5. below.

All competitors are required to prove eligibility by producing certain documentation at signing on.

- Car competitors (driver and passenger) must produce their 2025 Club Membership Card, their 2025 Motorsport UK Competition Licence (RS Clubman as a minimum) and evidence of MOT for the competition vehicle where applicable.
- Motorcycle competitors must produce their 2025 Motorcycle Club Membership Card and their ACU Trials Registration Membership Card/ACU competition licence. One Event Trials Licences are available for purchase via the event entry form.

Passengers under 18 years of age will not be considered as competitors for the purpose of club membership and licences but will be required to sign on. Any competitor or passenger under the age of 18 will need a parent or guardian to sign on, on their behalf.

5. Championships

The event is a round of:

- The 2025 ACTC Championship
- The 2025 ASWMC Classic Reliability Trial Championship

6. Club Trophies

Competitors in car classes who are Camel Vale Motor Club members will score points towards the following trophies:

Camel Vale Car Trophy
Brian Rabey Electrical Trophy
Bridge Garage Trials Trophy

Gerald Thomas Trophy
Historic Car Trophy
Jon Robilliard Trophy
Stan Cox Memorial Shield
Under 21 Trophy

7. Event Programme

The programme of the meeting will be:

07:30 hrs Signing on / scrutineering opens at the start venue
08:00 hrs First competitor starts. Bikes and sidecars will be released from the start in batches of 3 at one-minute intervals. Thereafter cars will be released from the start at two-minute intervals.

After leaving the start venue, competitors will follow the route card visiting each section and special test in turn. On completion of the final section, competitors must return to the specified finish venue to sign off and to be classified as a finisher. The route should be completed in approximately 6 hours.

Please note: Any competitor who has not signed on 30 minutes prior to their start time may be excluded.

8. Classes

The event classes for cars are:

1. Front engine, front wheel drive production cars (including those fitted with torque biasing / limited slip differentials)
2. Production Cars built prior to 1941 including post war cars per current ACTC technical regulations
3. Front engine, rear wheel drive production saloons (except those vehicles in class 6)
4. Rear engine, rear wheel drive production saloons up to and including 1300cc (except those vehicles in class 7)
5.
 - a. Front engine production sports cars (except those in classes 1 and 6)
 - b. Vehicles in full HSTA Historic Class specifications with fiddle brakes disabled and non-production cars built mainly from pre 1941 components (except vehicles approved for class 2) as per current ACTC technical regulations
 - c. Non-production cars eligible for class 2 but running on radial tyres
6.
 - a. Rear engine, rear wheel drive production cars (except vehicles in class 4)
 - b. Front engine production cars fitted with torque biasing differentials as standard equipment
7.
 - a. Production cars modified beyond permitted limits
 - b. Rear engine production cars fitted with torque biasing differentials as standard equipment
 - c. Front engine cars manufactured on a limited basis and conforming to accepted specification and listed. These cars must comply with either or both of the following:
 - i. have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres
 - ii. have a wheelbase of 90 inches (228.6cm) or greater
8.
 - a. Non-production cars
 - b. Rear engine cars (except those in classes 4, 6 and 7)
 - c. Front engine cars manufactured on a limited basis (except those in class 7) including those which
 - i. have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres
 - ii. have a wheelbase of less than 90 inches (228.6cm)
90. Suzuki X90s running an original engine block

The event classes for motorcycles are:

- A. Solo motorcycles with pre 1970 derived frames and engines
- B1. Solo motorcycles up to 225cc (except vehicles in Class A)
- B2. Solo motorcycles over 225cc and up to 450cc
- B3. Solo motorcycles not eligible for Classed B1 and B2. These are: Honda/Montesa 4Ride, TRRS XTrack, Ossa Explorer, GasGas Randonne, GasGas Connect, Scorpa LongRide and Honda TRL
- C. Solo motorcycles over 450cc
- D1. Motorcycles with sidecars (to trials spec, as defined in ACU Trials regulations)
- D2. Motorcycles with sidecars (enduro/motocross derived frames, with or without nosecones)
- X. Motorcycles which do not comply with Classes A-D, running for honours only

All vehicles must comply with Motorsport UK or ACU Technical Regulations for Classic Trials.

All vehicles must have effective silencing; any vehicles considered by the scrutineers to be too noisy will not be allowed to start. Noise checks may be in operation during the event.

All tyres must comply with the ACTC or ACU regulations as appropriate.

9. Event Description and Scoring

The event will consist of at least 12 sections and 2 observed special tests. Public roads will be used to link sections and the route will be approximately 55 miles.

Sections will be sub-divided 12-1 for scoring. Some sections will have restarts for selected classes. Minimum tyre pressures may be imposed by class or by section.

For cars, scoring and any penalties will be in accordance with NCR Ch. 17 App. 2 Art. 8.2 AND Ch. 17 App. 2 Arts. 12.2-12.5. For the avoidance of doubt, the striking of any section markers is not permitted and the competitor will be deemed to have failed at the point a marker is struck.

For motorcycles, a stop or footing will constitute a failure at that point in the section. Footing is permitted in the first 3 yards of the section.

Observed special tests will be timed by marshal's handheld stopwatch.

Please note: Practising is not permitted at any time. Any competitor found to be doing so will be excluded.

The classes will run in the following order: D2, D1, A, B1, B2, B3, C, X, 6, 5, 90, 4, 3, 2, 1, 7, 8. Within each class the running order will be selected by random draw.

The route card containing details of the sections and tests together with the running order and competitor start times will be issued to competitors in advance with the final instructions.

A number of travelling marshals will be appointed by the organisers whose duty will be to report to the Clerks of the Course anyone who disobeys instructions within the event official documents.

10. Identification

Vehicles will be identified by numbers supplied by the organisers.

Numbers must be removed at the finish or upon retirement from the event.

11. Entries

The maximum entry for the meeting is 80 inclusive of up to 25 bikes. The minimum is 30 and the minimum for each class is 3. Should the minimum number of entries not be reached the organisers

reserve the right to cancel the meeting or delete or amalgamate the classes as necessary. Class amalgamations will be posted on the official notice board at the event start venue. Up to 10 entries received in excess of 80 will form a reserve list.

Entries open on publication of these regulations and close at 20:00hrs on Friday 28 November. Entries will be acknowledged on submission of a completed entry form and confirmed within seven days of receipt. Notification of acceptance or otherwise will be by email.

The entry fee is £55. All entries must be made using the online form available on the club website www.camelvalemotorclub.co.uk. Payment of the entry fee will be taken during the entry process, please do not transfer funds directly to the club's bank account.

Any entry received from a competitor who is under the age of 18 will require parental consent.

Withdrawn entries notified to the Entries Secretary in writing by email to the email address listed below prior to 20:00hrs on Friday 28 November will be refunded less a £5 administration fee. Thereafter any refund will be entirely at the organisers' discretion.

Should the event be cancelled or abandoned, the organisers reserve the right to retain up to a maximum of £25 from the competitor's entry fee for administrative costs.

The organisers do not accept responsibility for non-receipt of emails.

12. Meeting Officials

The officials of the meeting are:

Clerk of the Course:	Pete Allen (cars)	Mark Courtney (bikes)
Event Steward:	TBC	
Event/Entries Secretary:	Charley Penny	Email: camelvalemotorclub@gmail.com Mobile: 07801 281053
Scrutineers:	Peter Combellack, John Penny	
Chief Marshal:	Terry Nettleship	Mobile: 07774 749111

Judges of Fact will be appointed in accordance with NCR Ch. 17 App. 2 Art. 5.1. Driving Standards Observers will be appointed in accordance with NCR Ch. 17 App. 1 Art. 2.5.

13. Results and Awards

To classify as a finisher, competitors must complete the route to the finish destination under their own power. Any competitor overtaken by a back marker or who drops more than 30 minutes behind the last vehicle to start will be deemed to have retired.

In the event of a tie in any class, aggregate times on the observed Special Tests will decide. If a tie still remains, test 1 will decide, with preference given to the smallest cc engine should a further tie exist.

Provisional results will be provided by email within 7 days of the event finishing. Protests must be made in accordance with NCR Ch. 2 App. 9 / ACU National Sporting Code Appendix B. Results will be made final thereafter in accordance with the NCRs.

Awards will be presented as follows:

Overall winner - car	Dave Keat Trophy and replica for best performance on index of performance
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Overall winner – motorcycle	Wadham Stringer Trophy and replica for best performance on index of performance
Best Performance - CVMC Member	Jon Kessell Award and replica for best performance on index of performance (cars)
Class win in each Class	subject to 3 starters
2 nd in each Class	subject to 5 starters
3 rd in each Class	subject to 9 starters
Best Novice	subject to 3 starters, based on class index
Best Lady	subject to 3 starters, based on class index

No competitor may win more than one award

Awards will be presented at the Camel Vale Motor Club awards evening in early 2026.

14. Insurance

Competition vehicles must be insured for use in this type of event. It is the competitor's responsibility to arrange the appropriate level of insurance, together with road tax and MOT where applicable.

The organisers have applied for a Blanket Certificate of Insurance under the Kingfisher (formerly REIS) Road Section Scheme. This will enable competitors who need to use the scheme to obtain Third Party cover to meet RTA requirements. The basic premium including IPT for the Event (before any loadings) is **£45**.

Competitors wishing to use the scheme must comply with all of the eligibility criteria, namely:

In respect of the vehicle:

- Be insured for use on the road
- Hold a valid MOT certificate (unless exempt)
- Be taxed (unless exempt)

In respect of the competitor:

- Be aged 19 years or over
- Have held a full licence for a minimum of six months
- Have no more than six penalty points on their licence
- Have no more than one fault claim in the last three years
- Hold a standard road insurance policy for the vehicle they are driving

If insurance is required and all of the above criteria are met, please indicate this on the entry form and pay the appropriate fee. If any of the eligibility criteria are not met, competitors will need to contact Kingfisher to obtain a Letter of Acceptance to produce to the organisers at signing on. Should a Letter of Acceptance into the scheme be required, please let the organiser know in advance.

Event insurance covering Third Party damage whilst on private land currently carries an excess of £450 per incident. The organisers reserve the right to recover the cost of repair of any damage to third party property up to a maximum of £450 per incident, from the entrant of any vehicle which causes such damage.

15. General Regulations

The organisers bring to your attention the following specific regulations:

NCR Ch. 7 App. 2 Art. 22.15 – the requirement to carry a spill kit

NCR Ch. 17 App. 3 Art 2.2 – the requirement to carry an adequate and accessible fire extinguisher

NCR Ch. 17 App. 1 Art 2.22 – the requirement to declare in writing to the organisers at the finish should they be involved in an accident or incident during the competition

Other than as provided for in these Supplementary Regulations, all NCRs apply as written.

16. Competitor Information

Vehicle Advertising – No vehicle will be permitted to carry any advertising material except for club or championship decals up to a maximum of 55 sq. in. Competitors are reminded that advertisements covered by paper and/or tape are not acceptable. Any vehicle whose appearance or condition is below the standard appropriate to the event will not be allowed to start.

Refreshments – There will be no official lunch halt. Refreshments will be available at the start and finish venue. Please do not wear muddy boots in either venue.

Fuel – There are several petrol stations in close proximity to the start and finish venues and the route will pass close to the service station at Victoria should competitors need to refuel.

Tow Ropes – It is vital that vehicles must be capable of having a tow rope fitted quickly and firmly. The tow point must be of sufficient strength to withstand the snatch of a tow from a recovery vehicle.

Public Rights of Way – This event is routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary.

Smoking – Smoking is not permitted on Forestry Land. The organisers request that this regulation is strictly observed as failure to do so may result in the loss of use of the land for future events. Any person found to be smoking will be excluded from the event.

Use of Forestry Land – The continued use of forestry venues depends on your compliance with any conditions laid down by Forestry England. It is of utmost importance that you adhere to any instructions set out in the event official documents.

Marshals – If you know of any person who might be interested in marshalling at the event, please provide contact details to the chief marshal named in 12. above.

Camel Classic Trial Hall of Fame

	Overall Winner Dave Keat Award / Wadham Stringer Trophy	Best Camel Vale Member Lubetech Trophy / John Kessell Award	
1983	Roger Hancock	---	
1984	John Clarkson	Lester Keat	
1985	John Clarkson	Steve Ball	
1986	Richard Penhale	Roy Bray	
1987	Steve Ball	Dave Keat	
1988	Roger Hancock	Jon Robilliard	
1989	Roy Malin	Jon Robilliard	
1990	Roger Hancock	Adrian Ball	
1991	Graham Watton	Roger Hancock	
1992	Jon Robilliard	Roger Hancock	
1993	Dean Vowden	Jon Robilliard	
1994	Jon Robilliard	Roger Hancock	
1995	Jon Robilliard	Roger Hancock	
1996	Clive Kalber	Roger Bricknell	
1997	Martyn Harry	Roger Hancock	
1998	Adrian Dommett	Martyn Harry	
1999	Paul Bartleman	Jon Robilliard	
2000	Nigel Allen	Ian Cundy	
2001	---	---	
2002	Nigel Allen	Roger Bricknell	
2003	Paul Bartleman	Andrew Martin	
2004	Paul Bartleman	David Haizelden	
2005	Paul Bartleman	Ian Cundy	
2006	Adrian Marfell	Dick Bolt	
2007	Emma Robilliard	Andrew Rippon	
2008	Tony Young	Tristan White	
2009	Paul Bartleman	Alan Keat	
2010	Paul Bartleman	Dick Bolt	
2011	Ian Moss	Andrew Rippon	
2012	Adrian Marfell	Ben Gladwyn	
2013	Keith Sanders	Lester Keat	
2014	Keith Sanders	Andrew Rippon	
2015	David Haizelden	James Shallcross	
2016	Keith Sanders	Simon Groves	
2017	Aaron Haizelden	Roger Hancock	
	Overall Winner – Car Dave Keat Trophy	Overall Winner – Motorcycle Wadham Stringer Trophy	Best Camel Vale Member John Kessell Award
2018	Adrian Marfell	Alan Keat & Patrick Keat	Dan Keat
2019	Stuart Bartlett	Chris Dustow	Aaron Haizelden
2020	---	---	---
2021	---	---	---
2022	Matt Facey	Richard Maddern	James Shallcross
2023	Ian Facey	Ben Brownhill	Dan Keat
2024	Matt Facey	Mark Seward & Patrick Keat	Keelan Hancock



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.