

THE BIRD GARDENS - WESTERN UNDERWOOD

RTV 21st January 2007

We were at the Bird Gardens site which is the first time an RTV has been allowed to use this site and hopefully we were well behaved and will be allowed here again as its a superb site.

We were scrutineered in run order and drove into section 1, after a couple of vehicles had been around it was decided that gate 8 needed moving as the turning circle was very tight. John Ralphs did his re-run but clipped the 12 and 11 gate with his tyre, so he went from an 8 to a 12 (not good). It was a nice twisty circle ending in a nice mud pit for the 1 gate. This is where I realised my left hand lock was not good, a problem which hindered me all day costing me points starting with an 8.

Section 2 was section 1 reversed and ending in the mud pit again, all was good on this one with my first clear.

Section 3 was a nice testing one with a nice steep drop into the stream then twisting along the bank entering the stream again and to try to get out the other side up to the 1 gate. Most people went up and then reversed out, this is where I lost my prized assets (if you know my vehicle you will know what I mean).

Section 4 started with a twisty right, left, right then it was decision time - go up around a tree or down around the tree? A couple of motors went high but it was getting slippery and the rear end started drifting then someone took the decision to go low and that seemed to be the way, then it was a big loop around a tree and into a mud pit having to keep high and avoid the cane.

Section 5 was a reverse of 4 with the same decision to be made but it was very slippery and most people lost out here, Griff decided his rangy would fit through the gap up top with a shunt but the tree had other ideas so with a scrape and a bang he added a window and a door to the wanted list and he had a draughty drive home.

Section 6 started exiting the wood with a hump to negotiate, then climbing up top dropping down with a loop to take you up to a hub finish which caught most out.

Section 7 took in quite a bit of mud and luckily for me mainly right turns, it started high up then dropping down and into a muddy bog with a figure of 8 in and out then climb up high ready to come back down into a nice bomb hole. Luckily the ruts that crossed the 8 were smiling on the trialers and worked in most peoples favour possibly because it had dried up quite nicely.

Section 8 - last one for the day took us into the bottom field via some low trees (where I topped out) through some bushes to a big left loop (where I went through the bushes to make the loop) then it was cross axle time which I survived until a tree jumped out and stopped me taking out a light and giving me a panel beating job for the weekend. All in all a good day was had by all and a big thank you to every body that cleared the area the weekend prior and to those who set out the course.

Let's hope we can use this site again - NOW WHERE'S THAT HAMMER.....

Steve Thacker