

### Winter Trial Newsletter 3

#### Day 4 to Maribor.

Today brings us in Slovenia via Austria where we cross the Donau again. Now the river is five times wider. After we have visited a small motor museum there is the first regularity test which will make both the navigator and driver sweat. How do I know, well Mark made me sweat and we had to stop a few times to make sure we were on the right road.

Our Hotel in Maribor, Habakuk Hotel, is one of the finest of Slovenia, but Slovenia has different standards to ours. It is situated on the bottom of a ski slope, having said that you will not see much of it. We arrive in the dark and leave early to go to the other side of the ski slopes, where some really challenging roads await you.



#### Day 5 Maribor – Bled. Slovenia.

You will wonder why we go to this unknown country. Well you will be amazed. The infrastructure is superb, if the language was not so strange you would think you are in Austria. But the very good thing is the help we get from the locals, the magnificent rally roads mainly on extremely good tarmac or very smooth gravel.

If you do not like to drive on snow, you have entered the wrong event. The winter Trial is all about snow and ice and snow you will see and drive.

This day might be the best day of rallying ever. Lovely sweeping gravel deep in the mountains and woods and with a bit of luck you find the control in nowhere land.

The roads between the regularities are as challenging as the regularities themselves.



#### Loggers.

A logger is a GPS receiver that logs your track. It will show where you have been, at what time and times to the second. It will tell us the speed you drove. It will tell us where you stopped to have a pee and where you went wrong.

We will read out a few places of the track you drove each day. This means that you may be timed on a regularity three times by our marshals but also another three times by the logger. Once a day we will check your speed in one or two villages that we have selected.

The onus is on you to make sure the logger is at the right place in your car, that is close to the front screen and not on the floor and that it is switched on. That you can check easily, you will see a flashing amber

light. The logger is powered by a battery but can also use a 12 volt plug that needs to be connected to a cigarette lighter socket in your car.

I am sure this will add to the fun and to the penalties.

Day 5 is a long day. The first 100 kilometres are regularity sections and link sections which during our recce were one long snow, gravel, feast. We end the day with another test that is also driven by the club cars before they go to the overnight halt in wonderful Bled.

The trial class is awaiting the toughest night loop we had in years. And it is only over after it is over. Once in Bled you will understand.



#### Day 6 Bled – Fuschlsee

Normally we put the icing on the cake during the last day. This time, providing the weather will cooperate we put the cake on the icing. What this means I can only tell you during the dinner in Maribor.

Meanwhile the winners of the Himalya Trial Trial Class have also entered so they will fight the test organised by Pit Lindner the Club class winner.

See you soon, Bart Rietbergen.