

CLASSICAL GAS

December 2006

About Classic Trials and Falcon Motor Club Events and Personalities

Simon Second in ACTC Crackington Cup



Simon Groves tackling Big Uplands on The Allen Trial in characteristic style. Unfortunately he punctured and only scored eight on the hill.

Simon's second place in the Crackington is ironic. Twenty One years earlier Dad John ended the season on equal points with Stuart Deacon, losing the trophy because Stuart had more class wins.

At the start of The Allen Trial, the penultimate championship round, it really looked as if Simon was in with a chance of winning the Crackington. Andrew (Arnie) Martin was ahead of him, but as leader of The Wheelspin he would be taken out of Crackington contention.

Unfortunately dropping eight on Big Uplands meant Simon only finished fourth in class and he relinquished his championship lead to David Haizelden.

It was a long journey down to Cornwall for Camel Vales season finale. Simon's hopes were raised when Dave Haizelden retired and a fellow competitor told him all he had to do was finish to win the championship.

He slacked off to preserve the car but too much as his second in class put him on the exact same score as Dave who will take the trophy because he had more class wins.



John Parsons wrapped up against the elements on The Allen Trial. John reports on the event on page 2.



Ted Holloway pictured on The Mechanics Trial. Peter Mountain reports on page 4.

John Parsons Allen

Leaving home at 0600hrs there were just a few spots of rain, but within a few minutes, it started to come down quite persistently for the next 15 miles. Then somebody up there decided to open the flood gates, with raindrops the size of golf balls, but at least it stopped by the time we hit the M4.

I had spent the previous week checking over the Buggy, making sure that all the protruding exhaust pipes and pulleys were suitably covered, and fabricating a solid anti sex bar! Only to be pulled up by the scrutineer who thought that my front recovery eye was too back to far and inaccessible.

Everyone cleaned the first section,



Number Plate askew John and Dot tackle Big Uplands in this picture by Dave Cook who took most of the photo's in this months Classical Gas.

Adrian Marfell won this years Allen in his VW Special. Adrian was one of six drivers with a clean sheet, pipping Andrew Martin by a second on the special tests to take overall victory. Andrew looks pretty unassailable in the Wheelspin. In the Crackington Dave Haizelden's win puts him in front of Simon Groves who could only manage fourth in class after dropping eight on Big Uplands.

TOG HILL, and the hardest part of HENRY'S HITCH was getting back out. BITTON LANE managed to claim seven scalps on the restart before we all found where last night's rain had got to.

Approaching the lake, or was it an ocean, leading to LITTLE & BIG UPLANDS I chose to go thru the middle. In one of the "puddles" the water came over the running boards and I picked up a lump of mud the size of a football on the front torsion bars, which popped the number plate

half off. Classes 6,7&8 tackled BIG UPLANDS with a number of fails on the restart, whilst classes 1 to5 all cleaned LITTLE UPLANDS. The organisers had to do some thinking on their feet, marking up a re-route in Keynsham, which was further compounded by a large van becoming firmly stuck under a low railway bridge. It's very hard driving into the sun in a busily high street, looking for inch red, white or blue markers which could be on either side of the roadside, depending where there was a suitable post to attack it to. There were cars going in all directions Dot & JP included.

Next up was the infamous GUYS HILL. I have never got past the restart, and this year was no exception, failing together with 30 others. TRAVERS HILL followed, a bit of a bogey hill for me, having broken the gearbox in Jago, the rear suspension on the Westfield and failed the restart at least twice on previous attempts. 22 failed the restart this year, but luckily, I was not one of them.

This is the first time that I have

seen the next section, UBLEY WOODS, which I can only describe as Falcon's Great Brickhill PCT venue, only steeper longer and much slippier. We encountered our first queue of the trial. This was caused partly by some competitors getting stuck and having two or three tries to get out, and partly due to a mix up with regards to the tyre pressure limits imposed on classes 6,7, 8 after some had already done section seven. Consequently, Pete Hart had to cancel the section for those classes.

We now moved to the bottom of the hill to section 8, which had been cancelled for classes 1 to 5. Out of the 40 cars to attempt this section only 12 managed to clean it, JP being one of them, with Dot laughing and shouting encouragement as we powered up, flat out in second, mostly sideways across the section.

The next challenge was following the arrows to get to special test two, a steep muddy climb up a bank, to stop all 4 wheels over line B on the crest, reverse back with all wheels over line B, and go forwards to stop astride line

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C. I never managed to get to line C so got my first fail! After a short pee stop at the Chew Valley Lake picnic area came BURLEDGE where we cleaned the hill.

We then returned to the UPLANDS complex, this time to tackle the LITTLE one. First, we had to swim through those puddles. This time I decide to drive to the right hand side, with two wheels on the bank. Half way thru there is a loud bang but we are OK so carry on up to the start of the section. We jump out to check there are no punctures etc. to hear Mike Pearson say, "Your front wheels are pointing in opposite directions". I had bent the steering drag link about 45 degrees, there was no way to do anything before the section so we struggled up, missing out the restart. At the top, I removed one end and with the aid of a large brick and the jack handle and got it nearly straight before electronically resetting the tracking (shone a light on it) put a replacement wheel, and continued.

The last section was JOHN WALKER. Here there was quite a delay, with about 15 cars waiting. However, only three failed to clean the section.

Once again a great Allen Trial. Thanks to all the organisers and marshals for their hard work

Geoff Hodge is about to raise his periscope as he approaches Big Uplands



Having crossed the Ocean Keith and Claire tackle Big Uplands.



Mike Pearson in the gathering gloom on the start line of John Walker (Picture by Claire Oakes)



Results:-		
Best Overall	Adrian Marfell (VW Special)	0
Class Winners		
1	David Haizelden (VW Gold GTi)	0
2	Bill Bennett (MG J2)	0
3	Sticker Martin (Ford Escort)	0
4	Emma Robilliard (VW Beetle)	1
5	Keith Sanders (Reliant Scimitar SS1)	1
6	Mike Hobbs (VW Beetle)	17
7	Andrew Martin (Dutton Melos)	0
8	Adrian Marfell (VW Special)	0

Michael's Musings

I love listening to the cricket on the radio and I have lost count of the number of times the commentators put "the curse" on a batsman, saying how they are about to make a century and they get out next ball! I can't help wondering if I didn't do the same to Simon who I was convinced was going to win "The Crackington" and practically had you opening the champagne last month.

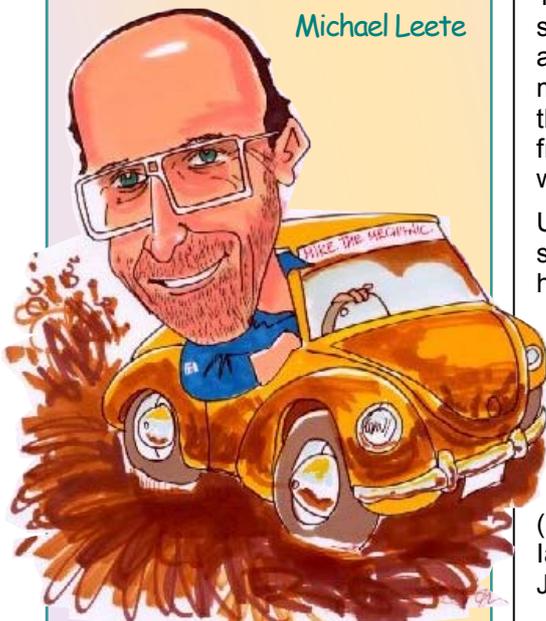
It wasn't to be which is a real shame as there wouldn't be a more deserving winner.

Here at Chaos Manor I am not getting sorted very quickly. However, I have got the Beetle back (thanks Neil) and I hope to drive that on The March Hare and The Lands End. I think the Dellow may take a bit more time but it would be nice to get that going for Classics on the Common.

As usual news, pictures etc, always welcome: -

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Michael Leete



Peter Mountain Reports



Mike Young bouncing Peter's Dellow up Greenway Lane 1 on The Mechanics Trial

MECHANICS TRIAL

Mike Young passengered for me in the Stroud and District MC's Mechanics Trial. Two big chaps is quite cosy in a Dellow. I only realised on Thursday that this was a Saturday trial and not a Sunday event, so I very nearly arrived 24 hours late.

No grip in wet mud was a problem so we finished in the bottom half of the field in what was a most enjoyable trial organized very slickly. Shame that the entry was not larger but that helped to reduce delays to the minimum. They must have plenty of suitable bye-roads around Stroud; I was impressed that we only used one or two hills that were used in the Cotswold Clouds. As Ted Holloway has reported we all stopped at 11am for 2 minutes silence for Armistice Day.

ALLEN TRIAL

Two weeks later Jim and I entered the Bristol MC's Allen Trial. Same story, too little grip in the mud despite a pair of new tyres, but I did get off a tricky restart at Guys Hill that Dudley Sterry did not manage, which made up a bit for my mediocre result. At the start of the Uplands sections there were large deep puddles where many cars had to bale water out from inside when they stopped and there were a few misfiring engines as well.

Ubley Woods was a bit of a fiasco from my point of view, no grip, no steering, lots of points. Pete Hart had to do a bit of sorting out and the two hills in the muddy steeply sloping field were divided amongst the classes, keeping the delays down to the minimum.

Dave Wall did very well in his "brand new" blue Dellow Mk 1 on 18" rear wheels; he was 4th in class 8, beating experts like Dudley Sterry and Ian Davis in the process.

I need to do some modifications before the Exeter to try to improve the grip in the mud. Falcon members participating were Simon Groves (Escort) 4th in class 3, Keith Oakes (Dutton) 7th in class 7, and in class 8 Ian Davis 7th, Geoff Hodge (RDT) 11th, Peter Mountain (Dellow) 14th, John Parsons (Buggy) 15th and Mike Pearson (Dellow Rep) 16th.