

CLASSICAL GAS

June 2006

About Classic Trials and Falcon Motor Club Events and Personalities

Keith Pettit Wins Autotest Opener



Keith riding shotgun for Lauren in the production class.



Andrew Dudley demonstrating why RWD is so much fun.



Fellow competitors ponder their strategy.

Keith was challenged by David Manning and Arnold Lane but won by a conclusive margin.

The weather held good for Falcon's first autotest of the year, despite some rain in the preceding week. This rather caught out land owner Neil Bray as the grass grew rather rapidly, but he kindly ran a gang mower round the paddock area before the competitors arrived.

Clerk of the Course Peter Manning had organised some good tests, using his "one after the other - two at a time" format. Keith Pettit was fastest on the first one and stayed in the lead throughout the day, setting FTD 9 seconds ahead of David Manning. David was actually quicker than Keith on a couple of tests but dropped more than five seconds on test six to assure Keith's victory.

As usual Keith's Mini had to work very hard, with a number of drivers, amongst them Jonny Tovey who won the production class.

Peter Mountain was the quickest open car in his Mk1 Dellow while David Smoley and Roy Howarth struggled to find grip in their Westfield.



Keith and Claire Oakes have been out and about trialling this spring, with some success. Claire has kindly written reports on The Kyrle, Bovey Downs and Ilkley events. They start on page 2.

Claire Reports :-

Keith and Claire Oakes have had a busy Spring. Claire reports on the Kryle, Bovey Downs and Ilkley Trials.

Kryle Trial

Ross Norman in his Deere Special wins the Kryle Trophy at the Ross & DMC, only dropping 4 points on Ropers.

The trial set in the beautiful Forest of Dean, fine drizzle continued till the sun shone in the afternoon. Sun was too late for the later competitors and penalty points were soon racked up. As the sections turned into a mud of whipped cream The Kryle is like doing Riverton, Crackington, Tillerton, Simms and Litton Slack over & over. You certainly get your monies worth on this trial.

Retired was Dave Shurbsole with a cylinder head gasket blown, Sticker Martin shock absorbers broke, Carl

Talbot suspension. Others were Steve Louks, Rick Neale and Derek Tyler. Andrew Brown who was having trouble with his Marlin on the Lands End withdrew the weekend before, must have been very disappointed not to compete.

Simon Groves had a rear puncture at Goldsmith Wood, but John Parsons could triple that here, as he had three nails in his front tyre! Ian Davis did well for the Falcon club as won the T.C. Longford Trophy. Keith Oakes & his Mrs. were there to make the numbers up & had a brilliant day out.

Well run & marshalled & the ladies at the finish prepared a delightful meal.

Bovey Downs Trial

27 competitors fought their way on the seven sections which included Normans Hump, Clinton, and do not laugh Hilary and Monica. It was not the first two lustrous names that took their toll, but some of the minor sections. With fine weather, hills were very dry. Two circuits in the morning and afternoon there was time to do four more hills, which gave a total of 25 climbs and one special test.

The last hill of the day was Clinton. Normally on the Exeter Trial where the section ends, it's a sharp right onto a flat track to exit the wood. Bovey Trail event tacked on an extra piece to make Clinton even longer. This higher part, which is a steep twisty rocky track, all day we used this track to drive down to get to the bottom of other hills, which of course with 27 cars descending all day, with hand/foot brake/ anchor and grappling hooks to slow us up, it loosened a few rocks. We joined the rest of the platoon who punctured during the day.

This was trivia compared to Eric Smith yellow Marlin, diff or gear box broke on the very first hill of the day. Steve Vincent's Austin Special drive shaft went ping, but managed to repair and completed the days trailing. Andrew Sheppard Bugrat retired. The headache of the day literally was Tim Whellock (brain child of the Bovey Trial) and his passenger hit a tree stump, both head butted and shattered the UVA Fugitive windscreen, ouch!

This was on a section which should be named "Hairy Scary". It takes you off track into a narrow taped chicane around fir trees, trying to miss stumps on the off side. Back onto the track for a restart, then just for a joke immediately left back into another fir tree chicane with stumps now on the near side.

Other winners were: Class 1 Paul Allaway Vauxhall Astra GTE with 53 points Class 3 Nick Farmer BMW 318 nil points Class 4 Youngster Emma Robilliard VW Beetle nil points Class 7 Peter Hart Marlin 8 points, which he collected on the very last hill. I



- *Kryle pictures on Jack and Jill*
- *John Parsons*
- *Simon Groves*
- *Ian Davis*
- *Peter Mountain beside his Bovey Downs Trial winning Mk1 Dellow.*



believe he stopped in the wrong place for the restart Class 8 with zero points is the other youngster Ryan Tonkin VW Buggy, had heartbreaking bad luck at being just one second slower than the overall winner off the Busted Diff Trophy to be king of the mountain.

As an event still in its infancy it was well organised, well marshalled with superb catering. Simon Groves with his Ford Escort and Andrew Martin with his Dutton Melos would have been kids in a sweet shop at this event, as would many others. Do try and get next year to this event. I wanted to see

Ilkley Trial

Off we go at 3am to Yorkshire for the Ilkley Classic Trial. We had just got off the M1, to take the ring road round Leeds, when the Dutton started to splutter, then stall. We thought it might be the carburettor, as it plays up in very cold conditions, but this couldn't be the case as it was a DRY and warm night. I never knew how many roundabouts and traffic lights there were as we did a kangaroo hop to get round Leeds.

We coughed and wheezed and limped into Ilkley Rugger Club. The marshal who directed us where to park said "there's water coming from your car, no, hang on, its petrol"! It was pumping out like a cut artery, and I'd been puffing on ciggies for the last ten miles!! Keith set to and dismantled the carburettor as he thought the float was sticking. (While I had another cig in the clubhouse to clam myself at thought of being blown up). Ian Cairns arrived to say he was lucky to be a starter too. His Marlin Roadster hydraulic clutch pipe broke, on the Friday, fluid everywhere.

Our kick off time was 09.05. The sun had been out since dawn and it continued to shine until just before the lunch break. Then it rained & rained & rained. On the tulip route card two sections, 3 and 4, had been deleted due to the rotten weather of the past week at Browns Wood and the crossing over Dob Park Splash.

Sections 1 & 2 Carr Side, we approached the start line sideward like a crab, as did the other trialers. This was the format of the day, a second trial

Bovey Down sections in the daylight, as I only go hurtling up Norman & Clinton at night in the Exeter Trial.

We made it a mini holiday travelling 200 miles and stayed Sat/Sunday night at the excellent Yeoman's Acre Hotel, 3 miles down the road in Colyford. It was lovely to finish the day with a short drive back to the Yeoman's Hotel to lie on the bed drinking a nice cup of char, watching the Ebdon and Dot snooker final and seeing Leicester Tigers beating Sale. Yes, it was a perfect weekend.

getting to the start lines! Cricket scores end of the day of 155 for Reg Salway VW Golf was not alone with 21 other cars collecting triple points, we toted up 96. The star for the cars was best overall Robin Preedy VW Scorpion with 27. How did he do it? Well-done Robin.

This is the only trial apart from the MCC. "Big Three" where we see bikes. Ian Thompson (Beta Alpa) got nil points, what a man. We had to laugh when Graham Makepiece (Honda XR) said he was annoyed with himself for dropping six on Wilson's Wood. He should have had a look at the book Keith purchased the club; entitled "So this is Yorkshire" by Janet E. Kitchens. A compulsive read crammed full of photographs of bikes and some cars from 1910 to 1939. Men had to men and women tough as nails to endure the elements and conditions of harder trialing than today. They just got on with it and land owners joined in. No DEFA, Health & Safety, PAC. The only "street cred" these lads needed to look cool was, Brylcream hair slicked back parted on top, carbolic soap and to finish the manliness was a Woodbine sticking out of the corner of their mouth. Not the pasty sickly faced tattooed baseball caps hoodies of today trying to pass themselves off as humans.

Can't write what these trialers got up to in the "days of yore" as I might be breaking copyright, but every steep hill or water they could find they drove up it or through it and there's plenty of

(Continued on page 4)

- **Nomans Hump in the daylight!**
- **Keith and Claire on the Ilkley Trials Wilsons Wood**
- **Keith and Claire on Sword Point 1**
- **Keith collecting his award for winning class 7.**

Michael's Musings

Lots of things going on in the last month. Trials, races, shows, some off-roading and a trip to Holland for a week with Neil in his Y and C.

The Enfield Pageant was affected by the rain. We went on the Saturday to give me practice driving the C. The ground was very soft then and by the next day they couldn't let any more vehicles onto the site. Shame as this is a great day out and you can often find a bargain. Neil picked up a Stenner bead breaker for £10.

Neil's racing is still going well and he leads the championship by 9 points. By the time you read this we will have been to Croix in France for a Double-Header which will be exciting.

More about Neil's racing exploits next month.

I hope you have enjoyed Claire's reports as much as I have. I am quite jealous of their adventures and hope to be back following in their footsteps soon.

As usual news, pictures etc, always welcome - Michael Leete
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(Ilkley Trial—Continued from page 3)

both on "Bar Tat". No 4x4, or tractor to pull you out, but a horse or a dozen or so men. I will let you know that for solo bikers, by 1927 the penalty for zig-zagging was six and wobbling or swerving badly five! Sorry, I'm digressing, back to 2006. Sections 5/6/7 Sword Point 1, 2&3. We got as far as 12 on one, told to reverse into a gateway as this was now the new start line, opposite to the gate entrance for section 2, to have a longer run up to the section (across the tarmac public road) which we did a bit better and wow got to 10. At Sword Point 3 we sat and watched Bill Foreshew, Golden Valley Special MK II, get to the eight. Keith didn't think he could do any better, but hey, the Dutton found grip and flew up to the one! We were towed out onto a very narrow track, but still had to do a 6-point manoeuvre to clear the bank opposite, the track for it is only the depth of a car on the "T" section ends exit. Good place for spectators as all three are within a few hundred yards.

Sections 8 & 9 Fewston 1 / 2 Our first clear on one. We straddled a tree root on 2 for eight points.

Section 10 Peels Wood As we slowed to turn into the gate a voice shouted from a group of bikers "Do you want a passenger?" "What's up, I said to the rider, has your passenger thrown there Teddy out of the pram?" "No, he replied, I have!" "OK, I'll swap", but Keith drove on into the field before his wife made more of a fool of herself. Classes "A" & eight diverted on this hill, others went straight up this year, and we reached the one, and were dragged out to exit the hill.

Section 11 Hey Slack next to the lunch halt on Pock Stone Moor we got as far as the three. It started to rain at the break, ever the optimists we didn't put the roof on, but after a hour or so we had to relent to the elements as the wet stuff was now coming down like stair rods and Keith's glasses were beginning to rust.

Section 12 Wilson's Wood we arrived at post eleven and the Dutton sat posing on a large hump of mud for Dave Cook the photographer while we thought which was best way to reverse out.

Sections 13/14 Brimham Lodge, the

marshal told us drivers had trouble getting to the eleven. We said we would try to do better; we did, just made it to the twelve! The timed test on section 14 last year was to go slow, yes, you've guessed it, this year you had to go as fast as you can through the sea of mud.

Sections 15/16 Incline 1&2 at Bruce House Farm, David Child Ford Pop was up to his oxters in mud and was towed to the start line! Guess what, he got to the twelve. We surprised ourselves with five. Incline 2 was cancelled.

Section 17 Watergate, Colin Perryman was pleased with his BMW 2002 as it cleared the hill. He told us this hill was used for "Scrap Heap Challenge" and none of the vehicles climb it in the T.V. programme. We got to broom handle eight.

Section 18 Cock Hill Mine, with the rain, now mist swirling around, bounced back with a dream restart and shot up the hill. When we arrived at Sections 19/20/21 Strid Wood the last 3 sections were also cancelled. So, straight to the finish for a early free meal, lovely food and warm hospitality from the organisers and helpers, but the accolade goes to the course setters on the wet day before and the marshals who stayed cheerful in such miserable conditions. The Ilkley is a delightful event and not damaging to vehicles. The only gripe from some of the competitors was the 12/ 15 psi limits. Personally I think it should have been 10 psi or, with the adverse conditions free tyre pressure, except for Robin Preedy who should have been 30 psi, only kidding Robin. We stayed at the Craiglunds Hotel in Ilkley, very nice place and recommend it.

We travelled south on the A1 & because of the heavy rain. Went wrong at a roundabout and inadvertently was now driving south on the M1. Grief, it was a nightmare like driving in a car wash! Spray every where, with side screens off, water was coming in by the buckets onto our laps, buttock clenching experience, exit to get back to "A" roads. With motorways road works, why can't pipe be laid to move water round the country where it is needed in droughts? Or as a friend text me with this question, isn't it a good job we have a drought, where else would we store the water?