

# CLASSICAL GAS

May 2006

About Classic Trials and Falcon Motor Club Events and Personalities

## Lands End was no Gold Rush



**Peter Thompson crests the summit of Blue Hills 2 at the end of a tough Lands End Trial (Picture by John Salter).**

It was a dry Lands End again this year, but a difficult trial, with a tough Hoskins to reduce the gold rush. Best Falcon performance was Neil Bray in Primrose who at one time was down as winning Class Eight but spotted that Dudley Sterry had been faster on the special tests, drawing this to the attention of the MCC and reducing himself to a Silver.

There were a lot of problems with the results on Blue Hills Two, causing the section to be deleted from the results but not before a number of competitors turned over.

**Start** - Falcons Ed Nikel didn't make the Plusha start as the dynamo on his VW Buggy failed on the way down. Ted Holloway wasn't a great deal luckier. Ted made it to the start OK but didn't get very far as he had a hub collapse on his Mini Special only 50 yards up the road.

**Felons Oak** - This short little "hill" is all about the restart, which is reckoned to be getting trickier as it gets dug out. Although it claimed quite a few casualties, all the Falcon's got away successfully.

**Stoney Street** - The section, which bypasses Porlock, was reckoned very rough this year. Peter Mountain would certainly agree. Peter retired when the rear axle-locating pivot broke on his Dellow Mk1. This was not a Dellow friendly hill as Richard Shirley also retired here with back axle problems.

**Beggars Roost** - Strangely there was no restart for Class 8. Simon Groves lost his triple here when he failed to get away. Keith Oakes is down in the results as stopping but as you will see from Claire's report, he didn't. Tony Smith didn't get this far in his first Land End in his Austin Big 7. The engine went bang crossing Exmoor and he needed a tow from Roger Teagle in his Beetle to reach civilisation at The Culbourn Inn. We also lost Mike Telford in the night when he had to retire the "Tucker Nipper Special", built by former clerk-of-the-course H. W. Tucker-Peake for his daughters who won a triple with this famous old car.

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Keith and Claire Oakes spinning to a halt on a very steep and difficult Hoskin on The Lands End. Read Claire's report on page 3.



Neil Bray about to take the flag for a Class Win at Mallory Park. Read more on page 4.

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**Riverton** – There were big problems for the bikes again this year. A number of riders hit the deck and it took a lot of time for them to remount and get going. Things didn't improve much when the cars came along and some had to wait very nearly three hours in the queue, which came close to blocking the road.

After the debacle with the bikes the field became split when Tony Divey got stuck and there were big problems in towing the Tiking three wheeler out of the section. The thinning Dellow ranks were further depleted when Mark Worsfeld broke a half shaft on the section. Then Neil Bray claimed a baulk when he was stuck behind a car with a puncture. It had to be fixed on the hill because the recovery vehicle was down stream of the incident. This took a lot of time as the car kept rolling off the jack.

While all this was going on the lady of the manor from nearby Riverton Mill decided to walk her dog up and down the section, dishing out a verbal assault on passing competitors as she did so, claiming they were hooligans damaging her back garden and that she know nothing about the trial. The delay at Riverton was good for one competitor. Ian Moss had been having problems with his Escort sliding all over the road ever since Stoney Street. The delay gave him time to get underneath, finding a broken U bolt, which he was able to replace with the help of some of his fellow competitors.

**Cutliffe Lane** – The hill was reasonably dry this year but it is pretty steep and defeated. Simon Robson's Liege. Likewise most of the class one's and five's failed, including Peter Manning and Barrie Parker.

**Sutcombe & Darracott** – Neither of these wonderful old hills were to cause many problems this year.

**Crackington** - Not to difficult this year. It was pretty dry and there had been little or no doctoring. The field was really spread out by now and after the bikes came there were only four cars in an hour, presumably because of the Riverton problems. Dudley Sterry recorded a fail when he over-ran the restart line. This was to cost him The Field Trophy as he was faster than Paul Bartleman on the special tests.

Ross Nuten cleaned the restart here but suffered from fuel feed problems thereafter and finished up failing four hills. Earlier Ross was one of many to

get fed up waiting in the queue for Riverton and skipped the section. Andrew Brown had been suffering from engine problems during the night and his Marlin stuttered to a brief halt before Andrew gathered everything together and did a special class 7 restart to "clean" the hill.

**Warleggan** – Passed without incident.

**Hoskin** - This fearsome Camel Vale Hill was true to form. The blues and whites had a clear run but only the best built up sufficient momentum to carry themselves up the slippery higher reaches. The problem is in the area of the class 8 restart. The groove in the ruts is extremely slippery and polished and a lot of momentum is required to get through this area.

The poor old class 8's really struggled and only the supermen succeeded. I witnessed both Paul Bartleman and Dudley Sterry clean the hill. They stopped way over to the left, one wheel between the ruts and the other up the bank. Some people tried the same technique the other side but the camber drew them back into the ruts and wheel spinning failure. Eric Wall got the technique right but even he slipped back into the groove and spun to a halt. The results also show that Robert Williams (Buggy) and Geoff May (Dellow) also succeeded. Falcons Neil Bray incurred his only fail of the day here and the results show Neil as winning class 8. However, this is a mistake as Dudley was faster on the special tests.

The yellows had a restart lower down. It was easier to get away, but even if you did get going it was necessary to build a lot of speed to get through the difficult area higher up. Few succeeded but some did and Roger Bricknell and Andrew Martin made it look positively easy! Mark Tooth (Beetle) and Mal Allen (Marlin) both trickled away beautifully from the yellow restart, building speed without any wheel spin. Unfortunately, both of them decided to boot it just when they reached the slippery bit, they didn't have enough momentum to get away with it and spun to a halt.

The Front Wheel Drive Cars didn't have a restart but this was nerveless a tough hill for them. The amazing David Haizelden just flew up, no wheel spin and the car just floating over the bumps. Paul Allaway made it as well, not so elegant and the poor little Astra was on



- **Claire and Keith head the queue for Riverton.**
- **Steve Potter on Crackington.**
- **Clive Booth snaps Simon Groves on Hoskin.**
- **Ian Lawson and Simon pumping up after Hoskin.**
- **Simon Robson on Blue Hills 1**



- **Ross Nuten on Blue Hills 1.**
- **Primrose hardly took the easiest route on BH1.**
- **Peter Thompson has some help from his friends.**
- **Peter Manning on Blue Hills 2.**
- **The top of Blue Hills 2 was tricky.**

the rev limiter but still a clean. Mike Collins tried the same but lost traction and failed just after the class 8 restart. Unluckiest crew were Alan and Ian Cundy who got almost, but not quite to the top in their Golf and failed just inches from the section ends board.

**Bishops Wood** - Again, this had the nasty restart where the section crosses the track. Good positioning was required. Neil Bray was delighted to get away in Primrose after his passenger, daughter Jade, shouted to him to stop high in the box. Following instructions Neil got as far forward as possible. His back wheels were almost on the line but most importantly the front ones were on the flat bit and he pulled away without any problems. Simon passenger son Matt shouted a similar instruction but Dad knew best, Simon stopped low and failed.

**Blue Hills 1** - There was a restart on the cobbles for all classes except 1, 2 & 5. This caused problems, even those who succeeded had a struggle. Frankly, the results are a bit doubtful here. Most people really struggled and there appears to be different interpretations of who was clean and who wasn't. Both Neil Bray and Simon Groves were credited with success, even though its doubtful they maintained forward motion as they climbed over a huge rock! While Simon Robson had a fail when he went clean.

**Blue Hills 2** - The section is very short now and it's all about the artificial bit through the cutting. Unfortunately, the bank on the outside proved to be a launching ramp and a couple of people turned over. These included Anne Whellock (Austin 7), Mark Hayward (Dellow Mk2) and a couple of chairs. Fortunately, there was no serious injury to the crews concerned but the motorcars may take a bit longer to repair. Although Anne's Austin 7 was quite badly knocked about, she set out to drive it home on the Sunday but was defeated when it started to overheat quite badly and had to summon the recovery truck. Sadly, the preliminary results for the hill looked very strange and the MCC have gone back to the drawing board to re-look at them, which will affect the awards.

**Wrap Up** - On balance a good Lands End. Yes, there were the problems at Riverton and criticisms of "Mickey Mouse" restarts at Bishops Wood and Blue Hills 1. It was also a shame about the results. However, the Lands End is not an event for pot hunters, its about the experience, the emotional ups and downs as you ride or drive through the night. The children waving as you go through the villages. The satisfaction the next day when you realise what you accomplished. The organisers did a good job and we should all be grateful for their work.

## My Lands End

Claire Oakes Reports

A dry, warm and starless night made it perfect driving across the moors, no fog, thank God. The fun started for us at Michaelwood Services, when Keith found that a hose had disconnected itself from the heater, water every where. I bet Ted Holloway wished that was all that happened to him, instead of his Mini Enigma Special falling apart a stones throw from Popham.

**Felons Oak Smiles** here, as I'm sure the restart has shrunk with the Vim in the wash. It was small last year but now it's shrivelled from my big bloomers to the size of my daughters G- string. No chance of putting whole car in, perhaps it was a train buff setting out double O gauge lines.

**Beggars Roost Cars** were queued from the entrance to the section back to the Garage. Ed Nickel there as a spectator now as his dynamo packed up on his VW Buggy

A marshal said restart was higher up to try and stop 7 & 8s. News filtered down in the wait to go as far right as possible in the box. Thank you to that man who told us. As we approached the box I could see thick churned mud on the left. I shouted at Keith "go right" he did and we got away fine, just missing an over hanging branch.

**Riverton Smiles** left my face here, not the wait; we had that last year, but the second year of sitting behind a car, which doesn't switch the engine OFF. Last year it was a VW, this year an orange Marlin. I have read that males unconsciously touch their bits I think this lad was so high on testosterone by his constant vroom, vroom, the nearer we got to the section the more vrooms we had. Next year I will have a loofah ready to soak in quick drying cement to push up any offender's exhaust pipe. Yes, I know I could have got off my butt and asked him to cease, but that

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## Michael's Musings

It was another cheap Lands End for the MCC, with very few Gold Medals because of a genuinely difficult challenge on Hoskin and the rather artificial obstacles at Bishops Wood and Blue Hills 1 taking their toll.

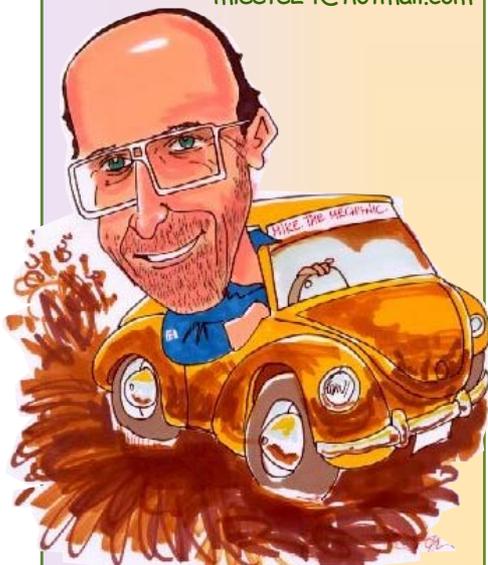
It was a challenging event for the organisers as well, with big delays at Riverton and lots of problems at Blue Hills 2 with at least three competitors overturning and so many queries with the scores they had to be taken out of the results.

It was a good Lands End though, so lets hope the organisers have can solve the problems without to many changes.

I have been supporting Neil with his Motor Racing again this season and it has started very well with four straight class wins, putting him well ahead in the championship.

A few weeks ago I had a great couple of hours with Murray MacDonald in his newly acquired Suzuki. Hopefully it won't be to long before I can acquire one of these fantastic little machines.

As usual news, pictures etc, always welcome - Michael Leete -  
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*(Claire's Lands End Trial—Continued from page 3)*

would have meant getting my boots dirty! Neither navigator nor he has read the route card fully which states NO NOISE, but there again I didn't realize how much noise I make until I saw myself on video shouting encouragement to the Dutton when driving up a section! Thank you for getting that off my chest, onto;

**Roundswell Control.** Carbon monoxide washed away by a nice hot cup of tea supplied by our son Allan who was marshalling at the control. Happy bunny again.

**Crackington.** Waiting at the ford at the foot of the hill we watched class 7 Andrew Browns Marlin fade & die on the climb, but a quick switch back on, he did a slick re start and he pulled away like a dream to complete the section.

**Wilsey Down.** Bravo to the person/s who thought of having a gazebo for the control point at Hallworthy Market top car park. This saved squeezing passed each other as control used to be just inside the café entrance

**Hoskin.** We nearly got to the red restart. I do feel that yellow restart being so low down the section the Dutton doesn't have enough time to wind up from section begins.

**Bishops Wood.** Our favourite hill, I think not. This hill we have never got away from the restart. We flew pass the "A" boards over the plateau track and like a swatted fly splat into the glutinous mud in the box. Keith tried to get his back wheels as high as he could but the mud held us tight. I'm sure in the past years grass was there in the box?

**Blue Hills 1** Smoking wheels, but got away

**Blue Hills 2.** Clean pair of heels.

Finished a great trial staying in Cornwall until Tuesday, as we celebrated our daughters birthday on Easter Monday at the Cross roads Lodge, who looked after us very well during our stay there.

## Falcons Chase Championships

Falcons Simon Groves and Neil Bray are contending for the lead in their respective Championships. With four class wins in the first five ACTC events Simon is second to Andrew Martin in the Crackington Championship. However Andrew leads the Wheelspin with Simon fifth and the top five in the Wheel-spin come out of The Crackington, so mathematics and strategy will come into play after the summer break!

On the black stuff Neil Bray is leading the Post Historic Category in The Classic Touring Car Racing Clubs Championship. More on Neil's racing next month.



**Simon on The Kyrle**



**Neil at Mallory Park**