

CLASSICAL GAS

October 2006

About Classic Trials and Falcon Motor Club Events and Personalities

JP on top at Brickhill



John Parsons had the best overall performance at Falcon's Brickhill Trial on 15th October 2006. Held in ideal weather John was master of the early morning conditions in his VW Buggy. Mike Pearson put in a late challenge, but despite some problems two hills from the end John held onto his lead. David Holmes won National B in his Fiat Panda, a fine performance in this low powered car.

Organisers Arnold Lane and Cliff Morrell had the god of the weather on their side for Falcon's Brickhill Trial on 15th October. There had been a fair bit of rain during the preceding week. But it was dry for the setup on Saturday and a calm, pleasant day for the trial itself. Competitors were to see some different sections, as Brickhill also gets used by some of the local 4WD clubs and the wood in particular was heavily rutted. However, for every section they damage they open another one up so it doesn't work out too badly.

There was an early morning disaster when the catering van didn't show but this was soon forgotten once the event got underway. The early morning dew made the grassy sections very slippery and Dave Smith took an early lead in his Tempest, with John Parsons snapping at his heels. Brickhill master Mike Pearson had an uncharacteristic bad morning, battling with Simon Robson for third place.

As the day wore on there was more and more grip and the organisers progressively tightened things up. This certainly suited JP who was able to put the power and grip of his Type 4 engine Buggy to good effect in the sandy areas.

Dave held onto his lead and went into the last round having only dropped 20 marks, five fewer than JP. Then there was a gap before Mike Pearson, Simon Robson, Geoff Hodge, Ross Nuten and Keith Oakes who were all within five points of each other. It looked as if Dave was home and dry but everything was to change when an inspired JP went clear on all but hill six while Dave lost a succession of marks on five of the eight hills and Mike Pearson went clean on everything.

So JP was the overall winner, followed by Mike Pearson who won the award for Best Falcon and Geoff Hodge who won the class. Elsewhere, Mark Tompkins won the other Clubsport class and David Holmes the national B event.



A happy Simon Groves passengering Andrew Martin to a gold on The Edinburgh and an MCC Triple. It could be that the pair mop up the ACTC championship as its likely that Andrew will win The Wheelspin and Simon The Crackington.

The Edinburgh report starts on page 2.

Edinburgh 2006

The weather was mild and didn't present any problems for the run from Tamworth Services up to Derbyshire. Haven Hill passed without incident, but the same couldn't be said for Clough Wood where there were long delays because of radio problems and the marshals were only letting cars go every two minutes. The section was wet and a bit rough but didn't trouble the scorer a great deal.

Ed Nikel was having electrical problems with his Buggy. Neil Bray and Dave Nash stopped to help and Ed only finally got away when they ran a feed direct from the battery to the coil. Neither Dave or Neil's cars



It was a good Edinburgh Trial. Nice weather, wonderful views and some good sections. Litton was at its magnificent best, changing minute by minute with the weather. There was some criticism of roughness, especially Great Hucklow which was a real car breaker and Nicola Wainwright and Bill Rosten lost their triples there.

There's a little bit of wheel spin but Mike Pearson just eases his Dellow away from the Excelsior re-start to claim Gold.

rain the challenge returned.

The first cars arrived at Litton around 8.45 and immediately found problems. Alistair Queen (Skoda), Mac Taylor and Ian Ramsay (Marlins) all failing. It wasn't until Brian Partridge came along in his Cannon and Stuart Harrold in his Troll that the marshals saw their first clean. Like most of the early runners in class seven Keith and Claire Oakes didn't succeed. It wasn't until triple contender Andrew Martin (with Simon Groves in the hot seat) came along that a "seven" went up. Fellow triple hunter Clive Kalber was also clean, proving it was possible to climb the old hill in class three. Sitting in the queue Bill Rosten was wondering if it was possible for a class 4 to make it. In front of him Pete Barr made a great effort to get to the A boards but Bill went one better and came out the top of the section, although he didn't change into second like Colin Perryman in his smart BMW! Just behind Neil Bray coaxed Primrose to the summit after an amazing re-start.

Both Nick Wollett and Mike Pearson got to the top in their

Dellows. Mike must have pinched a tube as he had a slow puncture for the rest of the day. John Parsons had a successful climb as well and so did Nicola Wainwright (Beetle), David Haizelden (Golf) and Paul Bartleman (Troll), so all three were still on for a triple. The section was quite dry by the time it closed in the late morning and most cars were able to get up, quite a change from earlier!

Again, there were delays a Litton, and at times car competitors stretched back almost to the road. This time the problem was with Class 0 who tackled a different hill but used the same approach track. Unfortunately many of the Class 0's had problems getting off the line, delaying proceedings not only for their class but also the main trial who were stacked up behind and couldn't get down to their section.

Calton, breakfast, Haydale and Haggside came before the challenge of Bamford. It looked quite rough, but it was more a roller coaster before the steps than big holes and there was plenty of grip. The Red and Yellow categories had a restart right near the summit but failures from those that

were running right either, but were cured by changing the coil on the MGeetle and tightening up the manifold nuts on Primrose. That wasn't the end of the problems though, as Neil also found a hole in the exhaust, which had to be bodged up to enable him to continue.

Deep Rake was next, with no problems for the main trial. The same couldn't be said for Litton Slack, which was just up the road. The higher classes had a restart and there were A boards beyond. It was very damp when the first Motorcycle competitors arrived, just after 5.30. The hill was quite difficult and the bikes really struggled for the first hour, only two of the first ten going clear. It got easier but at the hint of

arrived here were limited to the odd bod who forgot to use their handbrake and a few who didn't read their route card and stopped at the A boards just before. John Sawle was one who had handbrake trouble, which was a shame, as his supercharged Liege sounded really nice. Now he has more power John is able to solve the Liege tyre problem by running taxi tyres on 16-inch rims. Amongst the other Liege's only Steve Kenny and Mark Worsfeld were running the newly permitted 15 inch rims. Mark was in class eight anyway because of his Fiat 1200 engine.

The problems at Bamford were down before the seat, on the steepest bit, and on the start itself, which was situated on the left hand bend and was quite slippery. Peter Thompson (Opel Manta), Dave Nash (MGeetle) and Myke Pocock were amongst those failed on the lower reaches. Northern Trial organiser Myke had had problems with his Skoda on the way to the start, but it was running fine now. Maureen Chattle and Ross Nuten didn't attack the bottom part with enough verve and failed. Earlier they had also failed Litton when a bolt securing the distributor fell out.

Great Hucklow was next and was truly horrible. Peter Manning described the rocks as Dragon's Teeth. It was very, very rough, especially for the later runners. There was very little solid material between the rocks and huge holes developed. It was hard to decide who was worse off. The higher classes who had to find a place to restart amongst the boulders or the lower classes that were allowed to go straight through and hit them at whatever speed they choose! Mike Pearson thought it was the most difficult hill of the trial. He stopped in the lower half of the box and managed to spin his way to the top and a Gold! Neil Bray broke his diff here, which

was inconvenient, but not as heartbreaking as for Bill Rosten and Nicola Wainwright, both of whose Triple hopes sunk into the huge holes. Their only hope was that none in class four would come out the top, but there is always at least one and Arron Homewood succeeded in his Skoda Estelle. The other four wheeled Triple contenders all went clean with only a couple of sections to go!

Jim Mountain, driving Peter's Dellow Mk1, was doing very well until Great Hucklow when the engine died after the restart. They discovered the problem was a loose King lead which must have caused the stalling, then made contact enough to start the engine again. They got a puncture there as well. The lead finally dropped off on the corner on the road before the tea halt. The engine went much better after the offending lead was put back firmly in its hole! After a nice run up King Sterndale, competitors had a break for tea and cakes at Hollinsclough Village Hall before Rakes Head, which dives left just up the road. There was a restart for the higher classes to catch the unwary but most succeeded OK.

There were a few anxious people on the approach to Excelsior, where there would be a restart on polished stones on the final bend. Quite a few failed to get away but all the remaining triple contenders were successful, including David Haizelden who lost his here last year. This was the last section for the main trial. Only the Moneystones special test coming before the finish.

The Club supper was a nice end to the day. Competitors especially appreciated a working PA, the first time many had actually heard the presidential speech, delivered in an appropriate fashion by Ron Butcher. Can the equipment be transported to Exeter in January!



Above - Colin Sumner and Peter Manning enjoying the magnificence of Bamford Clough.

Below - Harry Bounden being attacked by the dragon on Great Hucklow while Neil Bray and Dave Nash repair the damage caused to Primrose on this very rough section.

Bottom - Fred Gregory on the Excelsior restart.



Right - One of the motorcyclists entertaining the crowd on Bamford Clough

Michael's Musings

First things first. You will see I am using a different email address. I am now a real convert to the way Google do things. Email, Calendar, Word Processing, Spreadsheets, Photo Albums and some other stuff I have yet to master.

The old email address still functions but for me Google is the way to go along with Skype for phone calls. Don't tell me you don't have Skype yet!

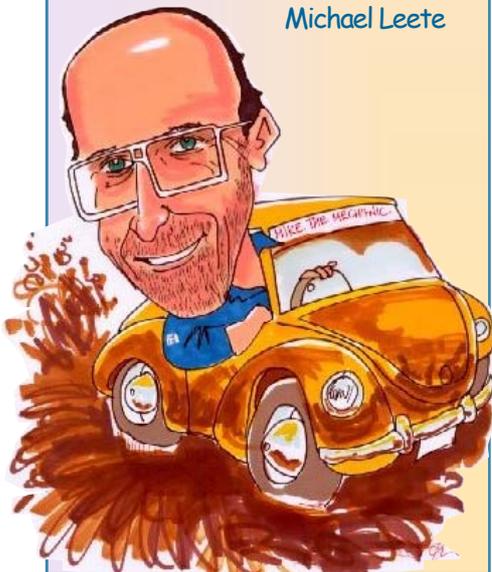
By the time you read this I will have moved, yes again, but this time its to what I hope will be a permanent place. It's at Bromham on the outskirts of Bedford and I should be reunited with my cars and stuff around Christmas time. The goal is be driving by The March Hare.

Before that comes the final race of Neil's racing season with the prospect of winning the championship. No pressure then!

As usual news, pictures etc, always welcome: -

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Michael Leete



John Parsons Edinburgh

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| OS2 | Haven Hill | On time, no delay/problem. Clean |
| OS3 | Clough Wood | On time, long delay (1.30mins) Marshals had no contact with section end. Deep rutted but plenty of grip. Clean. |
| OS4 | Deep Rake | Nearly back on time. Section no problem. Clean. |
| ST1 | Deep Rake | First chance to try out improvement to engine performance. Felt great. 11.6 secs. |
| OS5 | Litton Slack | Arrived on schedule. Longest delay (2 hours) Fails were not being returned down side of section and so next car not on start line till section was clear. Spectating/observing, it appeared that the best climbs were by trickling off start without wheels spinning up to the restart box, just in with all four wheels, get traction then give it everything you've got trying to keep in the tracks. I got bounced onto the grass but managed to power it back onto the track right up to the top bend where I arrived sideways on, grabbed 2nd and floored it. Flew out of the top. Found later reason for erratic ascent was due to a punctured rear n/s tyre. Clean. |
| OS7 | Calton | No problem. On route to Bull l'th Thorn fell foul of homosexual Marlin reversing onto my bonnet-not too much damage I think. |
| | Bull l'th Thorn | 2 hrs 27 mins late. |
| OS8 | Haydale | Ruts after start. Deeper and rougher than last year. Restart lower and not so slippery. Clean |
| OS9 | Haggside | Arrived 1hr 30 behind schedule. Queuing out to road. A competitor lost ignition just after starting the section. Usual bumpy, kinder restart position, no problem. Clean. |
| OS10 | Bamford | Only 2 cars waiting at start. It can't get much rougher, dry, bags of grip. This year restart almost at end of section on the level. First time clean in six years. |
| OS11 | Great Hucklow | In 1980 Laurie Knight, Tom Goggin and I led a working party to make the deviation for classes 7 and 8 with no re-start. In all the years since I have never managed to clean it. This time I just put my front wheels in the restart box, tried to trickle out, no good, floored it. Dot bounced her socks off and out we went. Villagers in Gt Hucklow must have heard me shout over the engine noise. |
| OS12 | King Sterndale | Now only 1hr 30 behind schedule. No problem. |
| OS13 | Rakes Head | Still 1hr 30 behind. Jonathon Toulmin running start. No problem. |
| OS14 | Excelsior | This is the section I had been dreading after last year. It had been so rough and slippery I couldn't even get to the restart. Pleasant surprise, it's not the same section as previous year. Restart on bend, bit slippery, ease off throttle wheels bite and we clean it |
| SS2 | Moneystones | Little cautious on muddy track, didn't want to throw a gold away by overrunning the astride lines. OK. |
| Finish | Bull l'th Thorn | 5.28PM. 1hr 10mins behind schedule. Claim Gold |