

CLASSICAL GAS

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About Classic Trials and Falcon Motor Club Events and Personalities

Keith Pettit sets FTD at July Joust Autotest



Keith being presented with his trophy by Falcon treasurer John Newberry.

Keith Pettit broke the recent Mini domination by setting FTD at Falcon's July Joust Autotest on 27th August. David Manning gave Keith a real run for his money for most of the event but the pressure told before the end and Keith took his well-deserved victory despite breaking his steering wheel.



Michael has been Mountain Biking again this summer. You can read more about his exploits on page 4. On the same page you can discover some of aunties new rules that are relevant to us triallers.

KALDECOTE KARS

Keith Pettit certainly went well in his Midget, even without a limited slip! Keith took part in another clubs Autotest the previous week and found he was practically the only car without one!

It was shame that the CSMA's Grasshopper Autotest was on the same day just up the road at Stanbridge. I don't know how many entries they had but there were quite a few Falcon's who might have had a go if it wasn't for the clash. Something for the committee to avoid next year?

Simon Robson's Liege sported it's third different axle since he has had the car. It started with a Reliant unit but this proved un-reliable as Peter Davis rear suspension design put too much strain on the split case design and it refused to keep it's oil in place. This was soon replaced by an A series unit. This was not ideal, as it had to be narrowed by cutting and welding and shortening the half shafts, which is never really satisfactory, as they become a weak link.

Designer Peter Davis then came up with the axle from the little Suzuki/Bedford Rascal commercial vehicle, which is a meaty unit and comes with a low 5.1 to 1 ratio. It came courtesy of Arnold Lane and after having the necessary brackets welded on it now sits under the Liege, complete with a new specially shortened prop-shaft.

Keith wins July Joust

Thirteen competitors lined up for action in Neil and Allison Bray's back garden. It certainly wasn't an un-lucky day though, as although it was a bit damp the heavy overnight rain had stopped and although the field was a bit slippery to start with it soon started to dry out. Andrea Lane and Mike Hayward were in charge and Andrea had laid out a series of tests where the cones stayed in the same place all day even though the start and finish were at the opposite side of the field in the afternoon.

There were Mini's galore; seven of the entry was in Longbridge's little marvel. Ed Nikel had his new black Mk1 Golf Gti, which looked pretty smart and sports a Cornish registration. Ed found the car on the Internet through E-Bay and it only required a new clutch before it was ready to be blooded in competition. Richard Tompkins has added to his Imp collection by acquiring Ed's old white and orange car and bought that along for a run.

Simon and Matt Robson were competing in their first Autotest of the year. Matt was in his smart pale blue Mini. Simon was driving his familiar Liege. It may have looked familiar on top but a look underneath revealed that it has a new Suzuki/Bedford Rascal back axle.

Arnold Lane got straight down to action, setting fastest time on the first test with Simon Robson demonstrating he had lost none of his old skill with a time only a fraction of a second less, just in front of Keith Pettit.

The second test was to determine the outcome of the event. It was a straightforward up and back wiggle-wobble. The problem was that the cones were a tad close together and it needed a perfect line to get up and back without having to reverse. Keith Pettit and David Manning were the only two competitors to manage it. They both set an identical time of 26.6. This was three and a half seconds quicker than Arnold



Clods of earth fly from his rear wheels as Keith Pettit handbrake turns his way to set FTD.

who was the next along. It was particularly tricky for the larger cars and Ed picked up penalties on both of his runs.

Keith set the fastest time on the next two tests as well to be three point seven seconds in front of David Manning at the lunch break after Keith produced another storming time on test four where Roger Dudley was the only competitor to get within two seconds. The pair were a long way in front of Arnold Lane who was lacking his usual consistency.

“Keith was lucky to hold onto his lead because one of the spokes on his steering wheel snapped during the afternoon”

The weather had brightened up quite a bit and the free draining nature of the land made for dry conditions in the afternoon and there were even signs

of dust before the end of the day. Keith held onto his lead for the rest of the event, even though he didn't set any more fastest times.

David Manning was quickest on test five and Simon Robson on test six. Then just as the day was drawing to a close Arnold Lane got the bit between his teeth to produce storming times on the last two tests. Arnold couldn't get to Keith's overall time but it was good enough to pip David for second place overall and win Class A.

Keith was lucky to hold onto his lead because one of the spokes on his steering wheel snapped during the afternoon which prevented him from really throwing the Spridget into the turns for fear that the other two would break as well!

Roger Dudley was a lonely fourth a fair way in front of a slowly recovering Simon Robson who seemed to go faster as the ground started to dry out. Peter Manning had a bit of a disaster on the last test when he got a double wrong course and he fell behind both Bob Tatum and Matt Robson ☹

	Keith Pettit	Arnold Lane	David Manning	Roger Dudley	Simon Robson	Bob Tatum	Matt Robson	Peter Manning	Martin Cheshire	Richard Tompkins	Ed Nikel	Rachel Lane	Jackie Dudley
TEST	Midget	Mini	Mini	Mini	Liege	Fiat	Mini	Mini	Peugeot	Imp	Golf Gti	Mini	Mini
1	39.0	38.3	39.8	40.1	38.8	41.2	42.1	42.2	41.6	42.7	43.3	47.3	57.7
2	65.6	68.4	66.4	70.6	76.8	81.0	91.0	74.3	97.2	73.2	103.2	97.8	115.5
3	121.1	124.0	122.2	129.9	136.3	141.0	152.5	131.0	182.8	158.7	188.7	181.1	198.8
4	175.1	182.9	178.8	185.4	192.5	201.5	216.6	189.4	245.0	223.9	264.8	264.7	271.0
5	212.8	220.0	214.9	223.4	232.4	241.9	255.1	230.5	283.2	270.0	307.2	312.9	326.0
6	266.8	274.2	269.8	279.2	285.9	301.9	314.0	288.3	341.9	329.0	386.8	382.6	404.4
7	311.2	317.5	315.6	324.7	334.8	352.7	362.6	341.4	390.8	410.8	438.6	441.4	468.3
8	353.0	359.0	359.6	368.3	379.3	398.9	406.7	412.9	434.7	457.6	485.7	493.8	524.9
Overall	1st	2nd	3rd	4th	5th	6th	7th						
Award	FTD	1st A	2nd A	1st P	1st C							Best Novice	



Rachel explains the right line but Arnold didn't listen!; David Mannings hopes of FTD were extinguished during the afternoon; Ed Nikel had his first outing in his new Golf GTi; Matt Robson in his smart Mini.

Michael's Musings

Classic's on the Common was a really nice event but may well suffer from it's own popularity as there were far too many vehicles to fit on the common itself and the roads were well and truly clogged up. The informality is one of the attractions of the event but some more formal organisation will surely be necessary if the event is to continue.

The July Joust Autotest was really interesting. Keith Pettit was a really deserving winner but like everyone else he will have to watch out for the younger ones. David Manning was really fast and it won't be long before he wins an event outright.

I am enjoying my Mountain Biking and it is interesting to compare the organisation. The two wheel brigade has a lot to learn from the motoring fraternity. Sometimes it's hard to find out where the events are and what time they start. You just turn up, pay a few ponds and race!

As usual news, pictures etc, always welcome -
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RULE CHANGES

Spotted in the Summer Edition of Motorsports Now, the MSA's house magazine! It's a bit boring as it lacks the usual excitement of reading the summary of tribunal proceedings about dads beating the s**t out of each other when their off-spring touch wheels on the kart track. There's Gigi what's-it piece on Classic Trialling with some very nice pictures of Adrian Marfel's car although the copy isn't sufficiently memorable for her to put her name to it!

Buried in the middle are a few pending Rule Changes of interest to triallers.

The first one is under the section "Rallying" but I guess it will also apply to the road sections of Classic Trials. K14.2.1 used to say that a competitor must come to a stop before entering any road protected by a Stop or Give Way Sign. Abiding by this could cause lots of aggro from following White Van Drivers so from 1st January 2004 competitors can enjoy the freedom of other law abiding road users and treat give way signs in the same way as the Highway code dictates between 07.00 hours and 22.00 At night-time, when presumably all white van drivers are tucked-up in bed, you will still have to stop at Give Way's.

In section M7.7.1 (regulations concerning Production Car Trials) it says "Unless specified otherwise in SRS. Use only wheels of a size that are/were available, as standard or optional equipment, on any version of the same make model of the vehicle, provided that they can be fitted without altering the hubs or anything attached to them". This change will become effective 1st Jan 2005.

Looking in my Blue Book I see that the present text says "Use only wheels supplied as standard equipment for the make and model of the vehicle". All that is a bit deep for me but I presume it can give a bit more flexibility on wheel sizes.

Two Wheels and No Engine!

Now the summer has come I have ventured out on my Mountain Bike again to do a few events in the local Friday night championship. I can't say I have been successful but it's a challenge! Here are a few pictures.



The one on the left is just after the start at The Milton Keynes bowl. No, that isn't me at the front, but it is me in the two pictures below. The one on the left is at Milton Keynes and the one on the right is at Chicksands on one of the fast and rather scary descents. These woods would make a suburb trials venue.

