

CLASSICAL GAS

August 2005

About Classic Trials and Falcon Motor Club Events and Personalities

Keith's Antics



After clutch problems at the last event Keith's Mini was reliable this time and he sped to a convincing win at Falcons August Antics Autotest, some 13 seconds ahead of previous winner Owen Turner. Keith is pictured receiving his award from Clerk of the Course Mike Turner.

Mike Turner was in charge of the organisation and had designed some new, challenging and long tests not previously seen at Upper Caldecote. At first they looked a bit daunting but they were logical and flowed easily and together with some new colour coded marker posts there were fewer wrong courses than usual.

At first it looked as if Owen Turner would continue where he left off last time when he was quickest on the first test. However, Keith Pettit soon stamped his authority on the proceedings and was a second quicker on test two.

Then on the long test three Keith was an outstanding eight seconds faster than his nearest rival, Jamie Turner in his rally spec Metro. Owen fought back on test four where he was two seconds quicker than Keith but still had an eight second deficit on Keith at the lunch break.

After lunch Keith was fastest on the remaining tests to win by thirteen seconds. Behind the Keith/Owen battle Martin Cheshire was doing well in Arnold Lanes Mini and came close to beating the owner!

David Smoley won class C/D and Jonny Tovey the production class. (Pictures on page 4).



Neil Brays season is hotting up. Reports from Cadwell Park and Lydden Hill on page 2.



It was a wet evening for Classics on the Common but still a good show. Pictures on page 4.

Neil's Racing

Cadwell Park

Wow, what a circuit. We arrived about eight in the evening having stopped for a meal on the way up. It was a nice evening so we walked the circuit. All 2.2 miles of it! It's up, down, narrow with slow corners, fast corners, twisty bits the lot.

Needless to say after the walk we slept well. Waking up in the morning Marc Lawrence was outside after an early start. No problems with scrutineering and we were looking forward to seeing how the car went as there had been quite a few changes to the suspension and to the motor.

Practice was uneventful, but Neil was disappointed that the improvements didn't make the car much better and he qualified well down the grid. After a super breakfast cooked by Jade we checked the Capri over and applied duct tape in strategic places so all the air going through the grill went through the radiator.

We were first race in the afternoon and Neil had a real battle with Peter Holton. Neil was fast through the corners but he couldn't hold him on the straight and was third in class behind Peter and Dave Thomas who was miles in front.

Stephen Primett won class C by a comfortable distance from Jason Christie with fastest lap as well. This increased his lead in the championship. Third place man Steven Young won class E and he is now equal with Neil.

Stephen Primett 56
Neil Bray 49
Steven Young 49

Lydden Hill

After the trip to the northernmost track on the calendar it was down to Lydden Hill, near Dover on 6 August for the southernmost round. Many competitors didn't make the journey so Neil's race was amalgamated with the Classic and Historic's. All the championship contenders were there though, so it was going to be serious stuff.

Neil had a good practice. The car went well and the new radiator kept the engine nice and cool, although it wasn't a severe test as it was a dull day. We were all delighted when Neil qualified fourth fastest with a time of 50.41, more than two seconds quicker than class rival Peter Holton in his Rover P6.

Championship leader Stephen Primett was on pole with a time of 49.53. then came Jason Christie (Escort) on 49.58, Julian Belcher in the Classic class with a very quick Vitesse on 50.11, then Neil on 50.41 and Tony Crudgington (Dolomite) on 50.44.

Tony Crudgington would probably have gone quicker but his front suspension collapsed after a few laps and he had to go into Dover to have it welded before he could start the race. Championship rival Steven Young was another to hit problems when the exhaust fell off his Mini but he was able to fix it before the race. Steven was going to be in a points problem as he was the only starter in his class.

On the grid the Vitesse didn't take up its position on the grid and started from the back, which gave Tony Crudgington a clear run up beside Neil who didn't get way very well and both Tony Crudgington and

Roger Stanford (Lotus Cortina) got past. On the first trip up Hairy Hill Stephen Primett had a narrow lead over Jason Christie with Tony Crudgington on his boot lid and Neil battling with Paul Conboy (Vauxhall Firenza) and Roger Stanford.

By the end of the first lap Stephen Primett had got a gap on Jason Christie who had Tony Crudgington all over him and he soon got by during one of Jason's characteristic sideways moments.

Stephen Primett kept his lead over Tony Crudgington and Jason Christie but Neil was only just behind having retaken fourth place. Behind there was a group consisting of Conboy, Stanford and Julian Belcher in the Vitesse. This was how it

“Behind, Neil could see the Conboy/Stanford/Belcher battle was getting closer and could get rough. “

continued until lap ten when Jason Christie pulled off with something awry in his engine. Then Stephen Primett's engine went off song and slowly Tony Crudgington got closer and closer.

Behind, Neil could see the Conboy/Stanford/Belcher battle was getting closer and could get rough. He was a long way in front of class rival Peter Holton so pulled over and let the battling trio past. Just before the end Paul Conboy had to retire when once again the Firenza's clutch exploded and Tony Crudgington overtook Stephen Primett to take the chequered flag.

Neil came home in a safe fifth place to win his class. A successful race for the Capri team. The championship table now reads:-

Stephen Primett 64
Neil Bray 59
Steven Young 57



Lydden Hill

This compact one mile circuit was developed by Bill Chesson in 1965 on the site of a former Motocross circuit. Initially it was .705 miles but was extended to its present length in 1967 with the extension up Hairy Hill. Planning considerations have always been a problem at Lydden, with a tight restriction on the number of days it can be used and no engines before 12 noon on Sundays.

In its heyday it was the scene of many exciting televised Rallycross meetings. These days its club racing and a few track days. In 1990 Lydden was acquired by McLaren international, with the plan of turning it into their headquarters complete with test track. That never materialised but they are still the owners so who knows. The thought of Kimi blasting the latest Grand prix car up Hairy Hill is quite mind blowing!



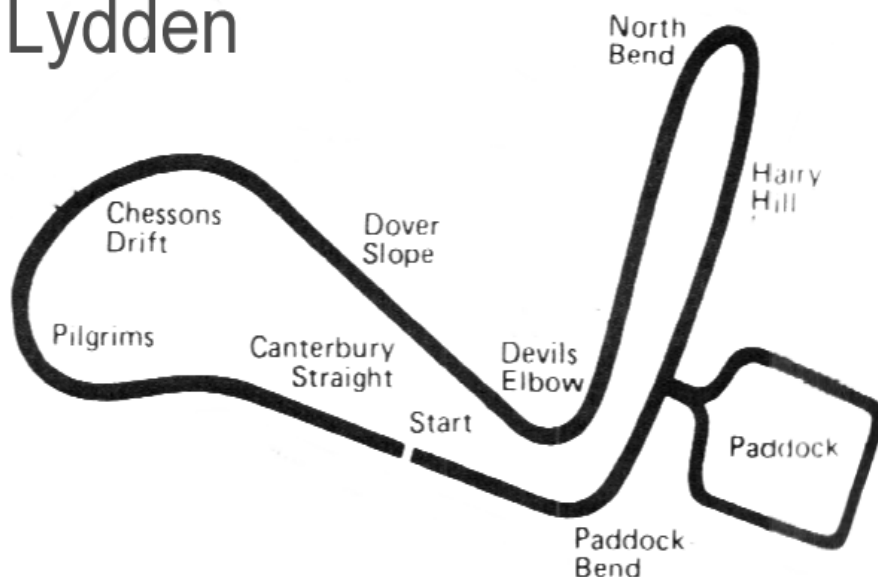
Top - The start at Lydden Hill; Above and Left - The racing was very, very close; Above Left - Dave Nash tightens up the seat belts.

Below - Believe it or not the UK's most un-sophisticated race track is owned by McLaren!

Below - Neil, Marc Lawrence and Mike Hayward at a leafy Cadwell and Neil's battle with Peter Holton



Lydden



Michael's Musings

Another busy month with a real mixture of motoring. I have been quite involved in the highs and lows of Neil's circuit racing. Although Cadwell was a fantastic circuit we hit a performance low as the Capri didn't go as well as expected after all the post-Mallory work.

Lydden was a different story. The new radiator cured the overheating and both Neil and Chris had fantastic races. Roll on Donnington on Bank Holiday Monday.

It wasn't Motorsport as such but many thanks to Murray for some fantastic off roading with the 4x4 boys. Some of you may be saying that Murray hasn't got a 4x4. No he uses his Golf!

Finally I marshalled at the Autotest organised by Mike Turner, who put on some super tests and was rewarded by a fine entry. Great day and well done Keith with a fine FTD.

As usual news, pictures etc, always welcome - mleete24@hotmail.com

Michael Leete



August Antics Pictures



Top - Dave Smoley getting his Westfield up to speed on one of Mike Turners open tests. Left - Richard Atherton is somewhere in the dust! Right - Jamie Turner at speed.



Classics on the Common

Top Left - Falcons on display, Top right - Derek Flemings Trabant, Bottom Left - Martyn Sansom's immaculate Dellow Mk1, Bottom Right - Police Escort for the Scooters parade.