

CLASSICAL GAS

December 2004

About Classic Trials and Falcon Motor Club Events and Personalities

Duncan Welch best at Wet Guy Fawkes



Duncan looking very serious as he concentrates on maintaining traction at a slippery, wet Kensworth.

Duncan Welch dropped the lowest score overall and won the Clubsport event. Malcolm Brown won the BTRDA event in his Westfield, although this was only after the Index was taken into account as Simon Harris has a lower Score in his Golf.



Simon Groves is one of Falcon's most enthusiastic Classic Triallers. Read about the first part of his season on page 3.

Guy Fawkes Results are on page 4

Competitors were greeted by a very wet Kensworth at Falcon's BTRDA round. Fortunately it had been dry for a few days before so Clerk of the Course Arnold Lane was able to lay out some competitive sections using the full extent of the venue.

The first hill was at the far end, by the memorial seat to the late John Barber. This was the hill that was to decide the event. Because of the conditions it was a pretty simple straight climb, but there was a little bit of adverse camber on the gentle bend just after the start. It was necessary to have quite a bit of momentum to traverse this without slipping sideways and most of the entry didn't make it.

In the well supported Clubsport category Duncan Welch managed to clean the section on each of the three rounds, in his well known Classic Trials prepared Class 8 Austin Healey Special, rather than the Peugeot 309 he drove on The Gill Morrell. Ross Nuten managed it OK on the first two rounds but not the third time. This gave Duncan Best Performance on Index in Clubsport with Ross taking the class C win.

This class was well supported with no less than 8 Marlins, plus two more in the National B BTRDA event. Mike Hinman was the "Marlin Winner" dropping 99, just behind Roger Dudleys Melos which was 2nd in Class C.

The Clubsport event had a nice selection of cars and drivers, including Reg Taylor in his well prepared Anglia, Andrea Lane sharing Dave Smith's ex - Robin Howard Marlin and new members Mark and Michael McPharland in a Scamp. This makes the third Falcon Scamp I know off as both Roger Dudley and Neil Bray have one tucked away in the garage.

Malcolm Brown was best on Index in the BTRDA event, dropping 47, even though Simon Harris had a lower score on 38 to win Class A ahead of Robin Howard on 42. There was a real ding dong Marlin battle in National B class D, between Dave Smith and John Ludford, who traded scores all day, with Dave just getting the edge at the end to head John by one mark.

Guy Fawkes Trial



Even Barry Parker struggled to find grip on the lower reaches of Hill 1



Malcolm Brown blasted his way to BPI in the BTRDA, plastering some of the marshals with mud in the process.



Andrea Lane found traversing the muddy patch was a problem.



Geoff Hodge having a similar problem in the RDT.



RDT Builder Reg Taylor drove his Anglia on some hills.....



...and walked up some of the others



Roger and Christina Dudley enjoyed their day and kept the Melos in front of a pack of chasing Marlins.



Colin Reid in the FWD BTRDA Class.



Robin Howard was second in the BTRDA FWD class and dropped fewer marks than Malcolm Brown.



Simon Harris and Barrie Parker watching the antics on Hill 1

Simon's Season

Simon is from a trials family and can remember seeing Dad John, tackling the sections at Tring Park in his 105E Anglia, the famous supercharged Ford Pop being relegated to the garage by then. The pair had a go at Classics in a Beetle before Simon acquired his Escort in February 2002. It had started life as an 1100 Automatic, but was a 1300 Manual by the time Simon spotted it in the local free paper. It was soon put to good use as Simon immediately entered it on The March Hare. The bug had well and truly bitten and in 2003 Simon ventured out on events all over the country, winning the ACTC award for most



In the last two years, Simon Groves has made his mark as one of the most enthusiastic, and successful, of Falcons Classic Triallers in his Gold Escort. Taking in events all over the country, quite an achievement when some of them are such a long way from his home in Ely.

Simon assaulting one of Brickhill's Sandy banks in typically determined style.

promising newcomer.

2004 started, of course, with the Exeter and naturally, it was Simms that provided the challenge. Simon managed to coax the Escort past the A boards, but with a single SU it just didn't have the grunt to get over the horrendous step.

The Clee Hills saw a good result, with Simon coming third in class to Harvey Waters and John Cox. None of them managed to succeed on the Longville special

test, only Colin Perryman, in his BMW, backing down far enough to build sufficient momentum to get out cleanly. Ippikins rock was another thorn in Simon's side on the Clee, as despite doing a real wall of death act, he couldn't get the Escort around the famous sharp hairpin. Before Ippikins was Easctcote. Like so many competitors, Simon couldn't get through the muddy bit at the bottom, but the queue gave him the chance to see how others got on. He witnessed a storming climb by Harvey Waters who nearly got out of the top. Listening to Harvey's car Simon decided that his own Escort was definitely short of power and revs compared to the Cornish boys machinery, and in a class where the only way to compete in an Escort is to "thrash the nuts off it", the SU would have to go in favour of twin 40's.

There was still a single SU on the Escort for The Cotswold Clouds. This didn't stop Simon storming the lower reaches of Crooked Mustard, and although he nearly got stuck on the final corner he kept going, crawling over the line to clean one of Classic Triallings most demanding sections. A fast climb of Axe followed, denting the wings as the Escort fishtailed its way to the summit, slapping the banks with its sides in the process. By Highwood 2 Simon was really flying and got to the two, gaining him a well deserved class win although the slide back down with all the wheels locked was a little scary. Climperwell was a bit dramatic and Sara was far from happy when the Escort jumped out of the ruts. Simon didn't lift off, despite heading directly for a tree!

(Continued on page 4)

Michael's Musings

It's certainly a busy end of season for most Falcon's. The Guy Fawkes followed quickly after The Gill Morrell. How different they were. Brickhill was nice and dry but not so at Kensworth where persistent drizzle made conditions slippery all day.

Never mind, contending with the conditions is what trialling is all about.

The feature of this edition of Classical Gas is the first instalment about Simon Grove's trials season. It's really nice to see a new generation of an established trials family out on the hills.

Now if only John would get that Troll finished!

I am out of action as a driver for the time being but hopefully that will allow me to get out and about with my camera a bit more.

As usual news, pictures etc, always welcome - mletee24@hotmail.com

Michael Leete - 4, Rectory Close,
Clifton, Shefford,
Beds, SG17 5EL.
Phone & fax
01462 816313



Up until now, Simon had always driven his car to events, but by The Northern, he had joined the trailer brigade and done quite a few changes to the car. Twin 40's had replaced the single SU and harder springs were fitted to compensate for all the weight in the boot. To quote Simon "I did terrible". The first section, Sandale, was a real shock. Simon got the car off the line and opened it up to give it a good blast. The Webbers sucked in copious quantities of petrol and air, a huge burst of power was delivered to the rear wheels, which dug in and found grip, causing the car to make three huge leaps into the air, and got stuck! It took Simon most of the day to get used to the different characteristics, of what was effectively a new car, and the only compensation of the day was the highest class three climb of "Where Eagles Dare", which he thought

was an impossible hill until Simon Woodhall drove out the top.

Falcon's March Hare was next. Although Simon was getting used to the changes to the car, he couldn't master the slippery conditions at Kensworth and watched Peter Thompson tiptoe up to win the class. The Land End was next. Simon had made some more changes to the engine, which was going really well, too well in fact as the clutch blew up after Beggars Roost. Simon had still been running a standard clutch after up rating the engine and on reflection, what he had perceived as wheelspin had largely been clutch slip, building up so much heat it just couldn't cope with the restart. After the trial, he fixed the problem with a heavy-duty pressure plate.

More on Simon's Season next month

Guy Fawkes Results

National B

BPI	Malcolm Brown (Westfield)
Best Falcon	Colin Reid (Nova)
Class A	Simon Harris (Golf)
2nd in Class A	Robin Howard (Citroen AX)
Class D	Dave Smith (Marlin)

Clubsport

BPI	Duncan Welch (Austin Healey)
Class A	David Holmes (Nova)
Class B+C	Simon Benoy (Imp)
Class D	Ross Nuten (Dellow Mk2)