

# CLASSICAL GAS

December 2005

About Classic Trials and Falcon Motor Club Events and Personalities

## Ian Davis is Wheelspin Champion



**Ian's 3rd place on the Camel Classic secured the ACTC Wheelspin Championship, fending off a challenge from Ross Norman and Adrian Dommett. Either could have overtaken him had he faltered. The Camel report starts on page 2**

## Hardy Trial

We were fortunate to have a Hardy this year, but thanks to Simon Woodall, Tony Young, his team and the WVOG the event ran, albeit in a simple format. Simple or not finding grip was a challenge and the yellows and reds had some tough restarts. The Escorts did well and Sticker Martin was the overall winner, followed by Tristan White.

Last years event did not take place for various reasons, and then this year Woolbridge didn't have people to fill the top positions. ACTC Chairman Simon Woodall worked hard to put a team in place only for the Woolbridge Committee to decide they didn't want the event run under their banner. Fortunately

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**Early morning sun shines through the trees and onto the camera lens as Simon Groves comes to a halt on Boarsbarrow 1.**

# Ian Davis wins Wheelspin on Camel

Paul Bartleman scored a resounding victory on the Camel Classic. Falcon's Ian Davis was third overall and winner of class 8. This was enough for Ian to be the ACTC Wheelspin Champion, having overtaken Adrian Dommatt in the table after the summer break, despite Adrian having reverted to his Class 8 special in an attempt to come to terms with Ian's challenge.

*Camel* Vale attracted 44 entries for their Camel Classic trial on 4 December. There was one non-starter, and it was Roger Ugalde in his Allard, who led the field away from the Victory Hall in Roche. The first two sections, and a special test, were in the Bishopswood complex. The first one used part of the track used in the Lands End, but deviated to finish with an impossible bank, with a difficult restart for class eight. Nobody came out of the top. Eventual winner Paul Bartleman, Dudley Sterry and Dave Prowse (Marlin) coming closest with two's. The second Bishopswood section was just up the way. It was a muddy track that just got steeper and steeper until most of the lower classes ran out of power, grip or a combination of the two. Classes 6, 7 and 8 had to restart, but with their higher power to weight ratio all the class 8's went clean as did eventual top four in both classes 3 and 7 and Trevor Johns in class 6.

The three Hustyn Woods sections were about a mile away. These are definitely not to be confused with the old Lands End section, which is now a tarmac road. The first one was the only section on the event that could be described as rough and that was only if you climbed high enough! It was a bit complicated as cars had to reverse down a track to the start. They then went back up the track and tried to turn 90 left into an artificial, very muddy (well clay) route newly cut through the trees. There was a tree root on the turn that stopped all the lower classes so they never actually got to the rough bit. A lot of power was necessary to get anywhere but even the best class eights could only get to the one. Mike Workman stopped at



***Falcon's Ian Davis on his way to winning the ACTC Wheelspin Championship on the Camel.***

the two but only after hitting the tree root at enormous speed, throwing Mike so far into the air that Mark Linforth didn't think he would land back in the car.

There was big delay just up the track at Hustyn Wood 2 and some confusion as to if the deviation at the top would be used for all classes. There was in-decision amongst the marshals before it was decided to include it for all, but not before Colin Perryman had gone up, by-passing the deviation in accordance with an official notice at the bottom. Colin was given a second go but punctured two tyres in the process. A good power to weight ratio was necessary to get up the first and some of the lower powered cars really struggled. So did Ian Moss for a different reason. He went through the puddle at the

bottom so fast that water got onto the electrics and the very smart 1200cc Imp fluffed to a stop at 11. Mike Workman got to the one marker but with a terrible noise coming from the gearbox of the GVS and he retired. After this, the third Hustyn Woods section was a bit on anti-climax. It wasn't easy though and Simon Woodall was the only car to go clean in his 2.5 litre Buggy. This put Simon into the lead of the trial with four marks lost, ahead of Paul Bartleman (5) and Dudley Sterry (7). Next came Adrian Dommatt on eight. Adrian was driving his Ford Special in class 8 again, rather than the Wolesley Hornet he had used earlier in the year.

Section 6 at Trerice still didn't involve going out onto the road. It was approached via the top of the section so everyone could see how

deep the ruts at the top were. They were soft mud though, in keeping with the Camels "not a rough trial" reputation. Getting through them required ground clearance that Richard Dawe doesn't have on his Midget and he got well and truly stuck, blocking the section for more than half an hour before recovery arrived. Chris Symons was the only other competitor in class 5, driving his Porsche 924, which goes very well. Chris came all the way down from Leicester and it's a toss up whether he or Simon Groves had the longest trip to the trial.

Finally, it was back on the road, in heavy rain before turning into a Vineyard for Polmorla. The

section started amongst the farm buildings, levelled, and then went right up a very steep bank, thronged with spectators and marshals. Most of the lower classes stopped here but many of the class eights went on to get round the right hand bend before stopping. This was another hill that nobody cleaned. Simon Woodall was best with two, increasing his lead. Falcon's Ian Davis,

chasing a win in the ACTC Wheelspin championship, was next best with three.

It was really raining now and the two sections at Lanow were very, very slippery. They were both steep climbs through the trees. Simon Woodall dropped five on the second one and lost his overall lead to Paul Bartleman who went clean, putting him into a lead he was to retain for the rest of the day.

The four sections at Helligan and Shellwood saw the last of the rain and the retirement of Ian Moss when his Imp lost all its oil pressure. In class one we had also lost David Symons and David Haizelden. Colin Perryman was still going but definitely came into the walking

wounded category, as there were horrible noises coming from his BMW's diff and he was limited to 25 mph on the road.

Clinnick is a Camel Hill with a fearsome reputation and was thronged with spectators on the upper reaches. Although the section wasn't rough, the approach track was, and Nigel Green got his Escort well and truly stuck on the diff on the way down to it. The hill started under a railway viaduct. There was a 90 right where the track disappeared into the sky before another 90 right where it became even steeper. It was all too much for the saloons in the lower classes who didn't have the power to get more than half way

**The three Hustyn Woods sections were about a mile away. These are definitely not to be confused with the old Lands End section, which is now a tarmac road.**

up. Things were different in class 8 where they all nearly made it and so did Andrew Martin and Dave Prowse in class 7.

The final two sections were at Churchpark and it was dark when the later numbers came along. The first one was actually cleanable for many, which made a change. Things were different on the last one where only the class eights of Paul Bartleman, Simon Woodall, Ian Davis and Nigel Moss got to the summit. Simon Groves had his only problem of the day when a rear tyre punctured but this was soon changed.

Paul Bartleman hung onto the lead he gained at Lanow 2 to win the trial from Simon Woodall and Ian Davis who had a consistent run to come third overall on the Camel and win the ACTC Wheelspin championship. David Haizelden is Crackington champion despite having his only retirement of the year on the Camel. Hard charging Andrew Martin actually had more points than David but his fourth place in the Wheelspin took him out of the Crackington league.



**Simon Groves at the "jack up" diff test in Helligan Woods.**



**Richard Dawe didn't have enough ground clearance to get out of Trefice.**



**Clive Kalber was third in Class 7 in the ex Tucker-Peake Pop.**



**Like most of the saloons Colin Perryman couldn't get round the corner on the first section in Hustyn Woods.**

## Michael's Musings

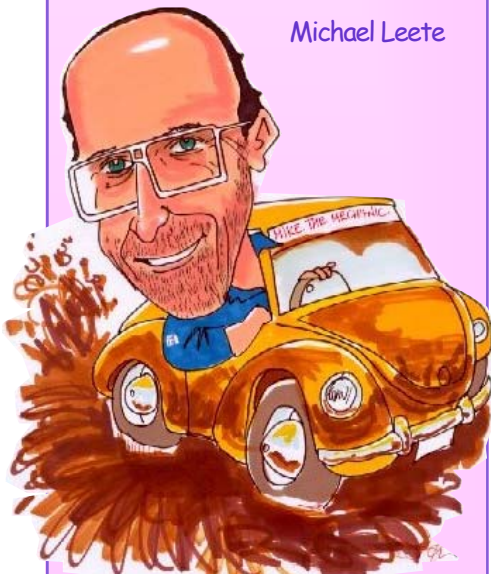
Its been a couple of hectic weeks, going on two very different ACTC trials. The Hardy is fighting to re-establish itself after being abandoned by the Woolbridge club. Mike Hayward and I went marshalling and really enjoyed our day. The main thing was the fantastic atmosphere. Everyone was united in their determination to make the event a success, despite there being no time to run the usual "classic" sections.

Two weeks later it was down to Cornwall to passenger Simon Groves on the Camel. This was a really tough event, not rough, just tough. I really enjoyed the trial and the associated social side as we made it a three day event, going down the day before and staying the Sunday night with some of the Stroud boys.

It was wonderful to be part of an event where Ian Davis fought off a tough challenge from Adrian Dommert and Ross Norman to win the ACTC Wheelspin Championship.

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

Michael Leete



*(Hardy Trial—Continued from page 1)*

Simon was able to get the VWOC to lend their support and the Hardy ran under their flag with Tony Young as the principle organiser. With little time in front of them the team couldn't be too ambitious and ran the event with a short road mileage in the Bridport - Weymouth area. Unfortunately as the VWOC are not affiliated to the ACU this years Hardy had to run without the bikes.

Thirty-Two cars lined up at the Hardy's familiar Freshwater Holiday Park. They were led away by Adrian Dommert, running as number 0 as he bought along his Ford Special rather than his familiar Wolseley.

The first two sections at Boarsbarrow took the restarting yellows and reds out of the equation. The gradient was pretty severe, on a loose surface, and there was little chance of getting away on the restarts, especially as the marshals were instructed not to let competitors dig deep holes. Running first car Adrian Dommert wasn't even able to get to the restart line on Boarsbarrow 1, but he cleared the wet leaves away for the others.

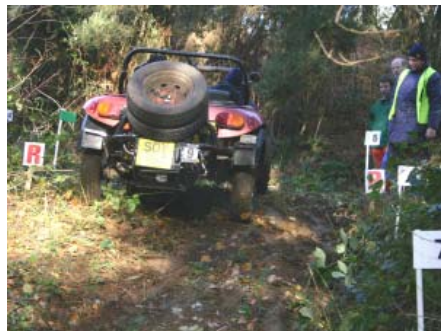
The hill was a straight climb through trees, across a track and then a little further up a dead end cleared through the bushes. The restart was just before the cross

track for classes 6, 7 and 8 and none of them managed to get away, although Adrian Marfell came very close. It was a different story for the "non-restarters", provided they had enough momentum, and quite a few got over the track but only Sticker Martin, Tristan White and Keith Saunders (Reliant SS1) got as far as the one.

On the parallel Boarsbarrow 2 only Sticker Martin and Keith Saunders came out of the top, although Christopher Symons came close in his Porsche 924, as did Richard Dawe in his Midget. Gary Hobbs and Ian Bailey had problems with the trees in their Sierra's and Gary left having wiped out both the lights and front bumper.

Adrian Marfell was the only car to clear Knowle Lane before the grassy slopes of a series of sections at Uploders and Pooks Peak. By now Sticker Martin had pulled out a substantial lead and although Tristan White pulled a couple back on the second section at Nicks Pit he ran out a worthy winner.

There was a very friendly atmosphere at the finish. It had been very difficult for the organisers to put the event together and everyone was very appreciative of their efforts, which hopefully have saved the trial for the future.



**Top left and clockwise - Mike Hayward marshalling the Boarsbarrow 1 re-start; This Sierra lost the battle with a tree; Adrian Marfell trying to escape; Wheelspin champion Ian Davis showing a clean pair of heels.**