

# CLASSICAL GAS

March 2003

About Classic Trials and Falcon Motor Club Events and Personalities

## Barrie Parker wins Brickhill Trial



**Barrie Parker being presented with his award by organisers Dot and John Parsons. (More pictures by Mike Hayward on page 5)**

**B**arrie Parker won another Brickhill Trial on 18th February with an impeccable drive. Robin Howard was Best Falcon on a very cold day.

Both Ed Nickel and David Sheffield had car trouble. Ed's Imp developing a faulty fuel pump and David's Midget suffering with a lack of sparks.

Dave Smith made an appearance at lunchtime in the ex-Mike Furse, ex-Simon Robson Tempest, which is now for sale. Sorry for the rather brief report but your usual reporter was away working at the day job!



Ian Davis had a "tyreing" time on The Cotswold Clouds. The full report starts begins on page two.



John Ludford in the process of causing a half hour delay at Round Oak on The Clee Hills. Read more on page four.



The Falcon Testing Trial was a lot of fun. More pictures on page six.

### Charles Goulding

The Reigning MSA British Historic Rally Champion died suddenly at the end of December, only two months after clinching the series.

The 52-year-old had rallied for many years but was perhaps better known to Falcon's as an Autocross Driver, behind the wheel of a Mk 1 Escort. For many years he combined both sports, arriving at Falcon's last Mursley Autocross in 1995 in a muddy TR8, straight from the finish of a Rally to step behind the wheel of the Escort to win the class.

Charles also achieved notoriety in the Hayward camp, blowing the original Toyota engine in Mike's Mk 3 Escort to smithereens when Mike lent him the car after Charles had broken down. A man who was larger than life he will be sorely missed.

# Adrian Marfell Cleans Clouds

The Stroud club had excellent conditions for The Cotswold Clouds. It was dry on the day, but bad weather during the previous week made the sections nice and muddy, without turning into a quagmire. Needless to say there was a full entry for this historic and very special event which stands on its own, not wanting or needing the "status" of any championship.

Roger Fox led the field away from the Gordons Garage for the short run to Crawley Hill. His Citroen AX wasn't running very well and he soon had to stop and dive under the bonnet. This left Simon and Matt Robson to run first car on the road for much of the event. The little yellow Liege must have been rather over-awed by the experience because it promptly failed Crawley, one of the very few to stop on this gentle opener.

Team Robson soon made up for this by being one of only two class seven's to



There was one clean sheet on the Cotswold Clouds and it was achieved by Kyrle organiser, and Man of the Moment, Adrian Marfell, in his Fiat Twin cam engined rail. The Moss Bros were only just behind, both only dropping one mark with Nigel beating Ian on special test times.

**Falcon's Ian Davis leaping away from the class eight re-start on Nailsworth Ladder**

numerous punctures, including Ian Davis, whose VW Buggy picked up two, a front and a rear.

There was plenty of grip on Nailsworth Ladder, but it still caused problems for the majority of the class ones and only the "super-quartet" of Dave Haizelden, Paul Allaway, Michael Collins and Adrian Tucker-Peake cleaned the section. These four certainly set a high standard and not only have fantastic scraps between them but are challenging for overall wins on many trials. The sevens and eight's had to restart of course and neither Clive Booth nor Owen Briggs got away, although fellow Falcon Simon Robson was clean. This was a particular shame for Owen as he had coaxed his self built special "Winney One" up Mustard.

Clerk of the Course Tim Lakin had devised a handicap system for Ham Mill. The Blues had a clear run, the whites a restart on the exit from the right hander and the yellows and reds before the corner with a step to contend with. Most competitors cleaned the section but the restarts caught out a few including Falcon's Clive Booth and Michael Leete.

There was a new variation for Mackhouse, which gave a downhill approach before the muddy blast up

through the trees. Classes seven and eight had a re-start on the slope so the downhill approach didn't help very much. Even so a fair few of the class eight's cleaned the section, but not Nigel Moss who like most of the entry stopped short of the final muddy rise for a one. This cost Nigel overall victory as Adrian Marfell cleaned the hill. Had Nigel done the same he would have won as he was faster on the special tests.

The lunchbreak was at Tesco's as usual, although most competitors didn't stay long as the delays at Crooked Mustard had put the timing a bit behind. Unlike some of the MCC events there didn't appear to be a ban on toolkits, so Michael Leete helped Ian Davis change the tube in one of his punctured wheels. The Bulls Cross special test was just up the road with a downhill stop line, which fooled both Jim Scott and John Ludford.

Freds Folly was across the road. Like Axe this is a hill that has become more difficult over the years. It's a long gentle climb through the trees, then comes a right hander after which the ruts get deeper, the gradient steepens and the mud starts! The difficulty is that with the right hander you can't take much of a run at the last bit as if you go too fast you jump out of the ruts and under-steer

clean Crooked Mustard, something they never achieved in their Skoda days. The majority of the class eight's cleaned this demanding hill but only Ian Moss in his smart new yellow Imp got up from the lower classes. John Bell deserves an honourable mention for getting to the four marker. However, the red Escort was soon to blot its copybook by failing Axe with no less than three punctures! The problem was after the step, where there must have been some nasty sharp rocks buried in the mud as there were

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into the trees. With their low diffs the hill wasn't very friendly to class three and only John Bell and Dave Miller got their Escorts to the summit, in John's case after a near 360 on the lower reaches! In class seven Simon Robson found an early number a decided disadvantage as he cleared some of the mud away for the later numbers, failing at the four marker.

The crowds had gathered for the entertainment at Merve's Sweerve, which was under the control of Allen organisers Pete and Carlie Hart. The stars were definitely Paul Allaway and Dave Haizelden who both got their Front Wheel Drive cars over the muddy hump. Ian Davis and Owen Briggs both went clear but otherwise Merve's wasn't Falcon friendly and Michael Leete, Simon Robson and Clive Booth all floundered on the big bump for a humiliating reverse in front of their peers!

It was back into the woods for the Highwood Special Test and two observed sections. The challenge on Highwood One is another quagmire at the top of a hill! It wasn't so muddy this year and it is possible to build some speed on the approach so there were cleans in all classes this year. Highwood Two was just up the track. There were different start lines for the various classes but nobody had a real run at the steep bit this year. The overall lead of the trial changed here. Up until now there were six clean sheets and the leading order was decided by the special test times reading:-

1. David Foreshew (GVS) 23.35
2. Mike Workman (GVS) 23.78
3. Paul Bartleman (Troll) 24.24

4. Dudley Sterry (MG J2) 24.34
5. Adrian Marfell (VW Special) 26.91
6. Peter Fear (Dingo) 31.40.

Everything was change here, as apart from Ian Moss only class eight's Adrian Marfell, Nigel Moss and Carl Talbot got to the summit, most people having to make the terrifying reverse back down the section. As Nigel had failed Mackhouse and Carl the Highwood Special test, this gave Adrian the lead of the trial that kept to the end.

Things were drawing to a close now. Climperwell didn't present any problems so it was all down to the finale at he two Bulls Bank re-starts, where competitors were greeted by Stuart Harrold and Chris Phillips, with the news that "the restart are evil and competitors in all classes are failing". Thanks guys! Adrian got away OK but the restarts did affect the results in some classes. Stephen White failed Bulls Bank Two, passing the lead in Class Two to Bill Bennett. John Bell's successful climb of Freds Folly faded away when he couldn't get away from "Two" either, leaving class Three to successful restarter Paul Eamer. In Class Six Terry Ball failed Bulls Bank One putting him back to the same hill score as Mike Hobbs but Terry hung onto his lead on special test times.

Most competitors got to the finish at The Old Lodge Inn on Minchinhampton Common at a reasonable time, as there were no real delays after lunch. Well-done Adrian Marfell on another well deserved victory. And well done Tim Lakin and the Stroud team for another successful, enjoyable and well judged Cotswold Clouds👍



## Results:-

1st Overall	Adrian Marfell (VW Special)	0
Best Stroud	Nigel Moss (Troll)	1
Class 1	Paul Allaway (Astra)	10
Class 2	Bill Bennett (MG J2)	19
Class 3	Paul Eamer (Escort)	20
Class 4	Ian Moss (Imp)	1
8th in Class 4	Michael Leete (VW1302S)	35
Class 5	Mike Wordsworth (MG Midget)	28
Class 6	Terry Ball(VW Beetle)	17
Class 7	Dean Vowden (Marlin)	5
6th in Class 7	Simon Robson (Liege)	35
Class 8	Dudley Sterry (MG J2)	2
10th in Class 8	Ian Davis (VW Buggy)	10
17th in Class 8	Owen Briggs (Whinney)	23
20th in Class 8	Clive Booth (Dellow Rep)	41

**Above:-**

**Adrian Marfell leaving the start on his way to clear every section on the Cotswold Clouds.**

**Simon Robson clings to the outside line as he claws his Liege up Crooked Mustard (Picture by Pete Hart).**

**Michael Leete and Mike Hayward on Nailsworth Ladder. (Picture by John Salter)**

**Owen Briggs, baring his chassis tubes for all to see in the MCC Committee's favourite car, is pictured by Pete Hart on Merve's Swerve on Owen's first one day trial. "Whinney" attracted a lot of attention at the start. Can we expect more VR6 powered specials in class 8 soon?**

# Terry Ball Wins Another Classy Clee

**Terry Ball won another excellent Clee Hills Trial, finishing a mere two marks in front of Adrian Tucker-Peake and David Haizelden. Competitors enjoyed some superb sections in excellent trialling conditions on a well-balanced trial where the first special was down in 5th place.**



**Left – Giles Greenslade climbing to the summit of Rattlinghope, one of the many picturesque sections on The Clee Hills: Middle – John Ludford getting stuck on Round Oak!: Right – Mike Hayward chatting to Peter Thompson at the foot of Hungerford.**

There had been a fair amount of rain the week before the trial but it was reasonably fine on the day as competitors gathered in the car parks of the Boyne Arms in Burwarton for the Clee Hills Trial. The drama had already started for a couple of competitors, who had troubles on the way to the start. David Turner had a broken rear window when a passing police car threw up a stone that shattered the glass.

Giles Greenslade was in worse trouble when the steering went funny and closer investigation revealed the steering box had become detached from the beam. One of the securing bolts had sheered and the box was flopping around. Giles quickly had the petrol tank out and with the help of Michael Collins and several other competitors rigged a jury repair with the aid of exhaust clamps and jubilee clips. It wasn't very elegant but it was good enough to get him round the route, shepherded by David Sargeant and Michael Leete.

Simon Woodhall had put a lot of thought into avoiding delays and had organised alternative routes to "spread the load" on Round Oak where there had been considerable delays last year. The plan was that later numbers would do the last two sections first, while the early runners went to do battle with Farlow. This is a relatively short section for The Clee, with mud and ruts presenting the challenge. It was the downfall of quite a few fancied runners, including Roger Bricknell, Mike Hobbs, John Looker and Keith Vipond, yet half the class ones

breezed to the summit.

There was a long run to The Craven Arms where the route divided. Odd numbers tackled Round Oak while evens did the Rattlinghope, Gatten's Gamble, Adstone loop. This started with a trip over The Long Mynd, in the reverse direction to usual. There were fantastic views and fantastic unguarded drops. The views continued at the top of Rattlinghope, which was cleaned by the entire field. Gattens Gamble was more challenging as the start was on a steep muddy bank which stopped all the class fives and few others as well, including the DAF of Fred Mills and Derek Reynolds whose Variomatic transmission wouldn't play ball.

Adstone was next, after a hairy downhill approach road with extremely deep ruts on the right, which leaned the cars right over into the trees lining the track. The section itself wasn't too difficult, but it did catch out Peter Thompson in his Opel Kadett. Peter had been one of the competitors who did Round Oak first, and by the time he got to the Rattlinghope, Gatten's Gamble, Adstone loop he was behind the course closing car. The marshals had gone on the first two sections but he went over the first one anyway.

Later numbers faced an hour and a half in a queue at Round Oak. There were a lot of failures on the first part of the section that had to be dragged our backwards with a Land Rover, which took a long time. It's worth describing this fascinating section, which you either

love or hate! The first fifty yards or so is more or less flat, which is very rutted and muddy. The ruts weave about a bit and the track drops away into a ditch. Too much power in the wrong place and you slip into that ditch. Then there's a ninety left and the track gets a bit steeper and the ruts deeper! There were a lot of failures including Mike Chatwin and Tony Rothin in class eight and all the Marlins in class seven. Round Oak wasn't very kind to class there and Dave Turner was the only competitor to come out the top. Most of the Beetles got up and plenty of ground clearance was a definite advantage. The hill saw the end of the trial for a couple of the Austin Sevens when both Barry Clarke and John Bamber broke their transmissions.

The ruts at the top of Hungerford were pretty deep this year and the class eights had a restart just before as well to slow them down. None of them could build up enough momentum to get through without a tow and neither could any of the class sevens, even without a restart. Four of the Beetles did, Giles Greenslade, Keith Vipond, Richard Peck and eventual winner Terry Ball and so did Adrian Tucker-Peake in his Peugeot 205. The bottom corner was a problem for some and Peter Thompson gave the bank a fair old wack to the detriment of the bodywork. But Hungerford is about more than the section. Getting through the ruts on the escape road is a challenge equal to any section! In fact it was too much for some Land Rovers who were out green laneing and one of them rolled

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over, delaying the trial.

Rob Cull was in charge of the diff test just before a rather Mickey Mouse special test. Just up the track the routes divided. Class eights tackled Majors Leap, which stopped most of them. The rest of the entry had to try and get round the hairpin on Ippikins Rock, with a restart right on the corner itself for some of the classes, although there was some confusion as this wasn't in the route card. Andrew Brown and Peter Thompson were some of the few front engined rear drive re-starters to get round. Classes one and two did much better without a restart and all but one were successful.

It was dark when the later numbers reached The Jenny Wind. This was a total stopper and four was the best score anyone got. The hill was the end of Richard Peck's trial when he retired from the Clee with suspension breakage for the second year running. Last year it was the back, this year the front. Harley Bank was next on the agenda. A long, long section, with quite a bit of mud towards the top. The class eights had a diversion, which stopped them all, and only Adrian Marfell got any where near the top and even he only got to the two. The other classes had an easier route but it was still

tough going for many.

Classes seven and eight tackled Meadowley, although it was cancelled after it was closed prematurely, but not before Andrew Brown got within spitting distance of the summit.

The final sections were on the Boyne Estate, very muddy and marked out in the woods. They were rather out of character with the rest of the event and not so popular with some of the later numbers who tackled them in the pitch black. The finish was just around at the Boyne Arms and Terry Ball was soon announced the winner in front of Adrian Tucker-Peake and David Haizelden. It

was The Jenny Wind that decided it, with Terry getting all the way to the four while Adrian stopped at the Seven. Adrian managed to get one mark back on Hillside but it was Terry's day and he was the worthy winner of an excellent Clee Hills Trial. There were a few organisational glitches. The last couple of sections weren't universally popular, but it was a very good event. Most of the sections were long and not to damaging as even when the ruts were deep it was mud rather than rocks that jammed underneath. There were plenty of friendly marshals and some beautiful countryside.

1st Overall	Terry Ball (VW Beetle)	25
Class 1	Adrian Tucker-Peake (Peugeot 205)	27
Class 2	Jeremy Flann (Austin 7)	33
Class 3	David Turner (BMW)	28
5th in Class 3	Peter Thompson (Opel)	66
Class 4	Giles Greenslade (VW Beetle)	35
2nd in Class 4	Michael Leete (VW 1302S)	44
Class 5	Gregor Dixon-Smith (Morgan 4/4)	71
Class 6	Mark Tooth (VW Beetle)	32
Class 7	Roger Bricknell (Vincent)	31
Class 8	Peter Fear (Dingo)	30

# Brickhill Pictures



## Michael's Musings

It's been a pretty frantic start to the year. I competed on three Classic Trials and marshalled at the Edlesbrough event over a six week period.

This was also a pretty busy time at the day job so my feet have hardly touched the ground!

I thought Edlesbrough was a good day and we were blessed with good weather which is very important at this venue.

There were some interesting cars and Cliff Morrell even bought one especially for the day!

Falcon is certainly looking healthy. A full calendar of well supported events and a healthy financial position. We have an enthusiastic committee, lets give them out full support at the AGM where we have the chance to say what we want from the club.

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

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## Edlesbrough Testing Trial



**Colin Sumner in his well trialled Morgan**

**Richard Tompkins showing his high jump skills to Arnold Lane.**



**Martin Cheshire trying out his new Trials Iron.**

**Nigel Taylor found plenty of grip in his Fiat.**

