

CLASSICAL GAS

March 2004

About Classic Trials and Falcon Motor Club Events and Personalities

Gary Preston wins Southern Autos



Top Left - Gary Preston won overall in Barrie Parkers old car, despite a diff that was cracking up, causing anxious moments at scrutineering. The other competitors were happy so the organisers said OK. Top right - Robin Howard was Best Falcon.

Bottom Left - Roger Dudley climbing a section with a triplet of Tempests providing the backdrop. Bottom Right - Dave Harvey drove the ex-Mike Stephens VW1302S instead of his usual Skoda. The car wasn't running too well but was fine after Arnold fixed the fuel pump.



Simon Groves leaving the start on a class winning Cotswold Clouds. The full report starts on page 2 and The Clee Hills report on page 3.



Michael in his new toy! Read about it in Michael's Musings on page 4

Mike Workman Wins Close Clouds

Stroud had good trialling conditions for this years Cotswold Clouds. There had been quite a bit of rain the week before the event but it remained dry on the day until just before the end. There was drama at the start for Colin Perryman, who forgot he wasn't in his road car and filled his BMW's tank with Diesel, leaving him with quite a job to get it flushed out so he could start. After a nice easy Crawley Wood the action started with Crooked Mustard where most of the class eights got up, although not Falcon's Geoff Hodge or Ian Davis and surprisingly Stuart Harrold who got a twelve. Amongst the saloons class three did the best with a delighted Simon Groves cleaning the section on what was to be a class winning performance.



Local man Mike Workman won a closely fought Cotswold Clouds by one mark from Paul Bartleman and Andrew Martin. Once again they were chased by the amazing Front Wheel Drives of Dave Haizelden and Paul Allaway who were only the two marks lost on Crooked Mustard away from overall victory.

Falcon's Simon Groves storming Nailsworth Ladder on his way to winning Class 3 on The Cotswold Clouds. (Picture by Chris Phillips)

In class six Mark Tooth and Jon Robillard came out of the top but none of the Beetles in class four succeeded, leaving it to Ian Moss in his superbly prepared Imp to show how it should be done. We have come to expect some fantastic performances in Class One these days and both Dave Haizeleden and Terry Coventry came oh so very close.

Axe was not as difficult as in recent years and the big step seemed to have disappeared. The trial followed its usual route to Nailsworth Ladder

where the restart caused problems for a lot of competitors in classes seven and eight. It had started to rain by the time later numbers arrived and Simon Robson couldn't get enough grip to build the momentum to get over the step. This was very disappointing for Simon and Matt who had done well to clean Crooked Mustard in their Liege for the second year running. The ladder wasn't a buggy friendly hill this year. Ian Davis got of the line and over the step only to slip backwards for a fail.

There was quite a delay on the common opposite The Bear Hotel where competitors queued for Ham Mill. As if the restarts weren't enough there was a "mini Nanny Hearn's" diversion at the left-hander to spice things up. The rain was coming and going now and the conditions were quite a problem for some competitors who couldn't even reach the restarts. Michael Leete and Mike Hayward managed that part OK but came to grief on the new deviation.

There are numerous variations of Mackhouse and this year it was a slippery, muddy climb through the

trees with a restart for the higher classes. Restart or not almost everyone failed at the seven before a scary sideways slip down the camber. The most successful competitors were Simon Woodhall, who got to the four in his VW Buggy, as did Mike Chatwin although the excitement proved too much and he retired his Troll soon afterwards. We lost Peter and James Mountain here as well when the brazing on one end of the Panhard Rod came adrift and with the back end crashing and banging they decided to retire, which was a shame as they had conquered the fearsome Crooked Mustard earlier in the day.

Freds Folly had a slippery restart in the mud for the higher classes, causing particular problems for the yellow and reds where even the all-conquering Andrew Martin failed in his Melos. A few miles up the road the usual crowd had gathered at Merves Swerve where Allen Trial organisers Pete and Carlie Hart were watching over a new variation where a taped off deviation marked a tight left hander where many of those lucky enough to get over the hump understeered off

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into the greenery. It was possible though as half a dozen or so competitors proved, including Terry Coventry in class one and Ian Davis who took a very tight line around the left-hander.

The trial was drawing to a close now, with the rain getting heavier as competitors headed into the woods for the two Highwood sections. Both of the sections seemed a little easier this year but the fearsome Highwood 2 remains a most daunting section. It seemed the rain had washed the mud away as there was plenty of grip, so much so that some of the less powerful cars ran out of grunt at the top. Class 8 had a tough start line, which defeated most of front-runners who were running at the front of the field, but later numbers David Wall (Dellow Mk1) and Geoff Hodge in the Reg Taylor built RDT climbed out the top. Class 8 was decided here as when they arrived the top four had dropped an identical 7 marks, all lost at Mackhouse. None of them cleaned Highwood two but Mike Workman got the furthest to win both the class and the trial.

After a relatively easy Climperwell competitors arrived at the two Bulls Bank sections to be greeted by a very wet Chris Phillips. All the leaders cleaned both and picked their way through the puddles to the finish at The Old Lodge Inn at Minchinhampton.



Above - Michael Leete and Mike Hayward in the process of failing Crooked Mustard. (Picture Derek Hibbert) Below - Ian Davis doing likewise on the Nailsworth Ladder Re-Start! (Picture by Chris Phillips)

ANDREW MARTIN WINS COMPACT CLEE

The first one-day trial of the year was a close fought affair with Andrew Martin just piping Falcon's Ian Davis to overall victory by one mark with Adrian Marfell close behind them in his Beetle. Andrew would have had a clean sheet but for failing to get away from line B on the Longville special test, along with most of the field! Ian managed this OK but dropped marks on The Jenny Wind and the restart on Harley Bank.

This years Clee was back in Jonathan and Pat Toulmin's hands from Simon Woodhall and Barbera Selkirk who have been looking after it for a couple of years. Both teams have been steadily improving the event since it restarted around ten years ago. This year it was organised with a very compact route based at Craven Arms. The entry was split into two. Classes 6, 7 and 8 headed North to Rattlinghope, doing battle with the frosty and icy road over The Long Mynd on the way. Going up was bad but Stuart Harrold reported that coming down was positively hairy! The majority of competitors were cleaned this first loop although Meadowley claimed a few scalps including Roger Bricknell, Eric Wall and Dave Nash who had Neil Bray passengering for him in The Skeetle, fearing that his MGeetle might prove too much for the purists in the MAC!

Jonathan Toulmin had incorporated a couple of new sections. Walkmill had John Sargeant in charge and was a nice track up to the village of Wentnor. Medicot seemed awfully familiar and turned out to be the approach road to Clee regular Adstone with some very deep ruts to conquer.

Returning to Craven Arms the second loop was to decide the trial, particularly the controversial Longville Special Test. The track was smooth enough and it seemed simple enough on the route card. "With front wheels on Line AA, at drop of flag, drive forward until all wheels have crossed line BB. Reverse until all wheels have

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Results:-

1st Overall	Mike Workman (GVS)	10
Best Stroud	Paul Bartleman (Troll)	11
Class 1	David Haizelden (VW Golf)	12
Class 2	John Wilton (Trojan)	74
Class 3	Simon Groves (Escort)	13
Class 4	Ian Moss (Imp)	15
6th in Class 4	Michael Leete (VW1302S)	28
Class 5	Mike Wordsworth (MG Midget)	40
Class 6	Gary Browning (VW Beetle)	18
Class 7	Andrew Martin (Dutton Melos)	11
6th in Class 7	Simon Robson (Liege)	32
Class 8	Dudley Sterry (MG J2)	13
4th in Class 8	Ian Davis (VW Buggy)	20
17th in Class 8	Geoff Hodge (RDT)	51
Class 8	Peter Mountain (Dellow Mk1)	Retired

Michael's Musings

Well it's all Murray's fault! A couple of years ago he arranged a very special birthday present for me, a day passengering Dudley Sterry. I really enjoyed my day in an open car and decided to get one myself. A Troll appealed but they are not readily available and then I set my heart on an old car so A Dellow it had to be!

A telephone call to Jim Harvey "the man" in these matters and less than a week later Neil and I travelled up to Yorkshire to collect it.

It's a class 8 machine with a 1600 Crossflow. I took it to Brickhill and those of you who have seen it know its far from immaculate but I hope it will provide me with a lot of fun. It was advertised as being "ready to trial" but that is far from the truth. I plan to have a go on The March Hare with it, but it's the faithful Beetle for the Lands End!

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

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(Clee Hills Trial, -Continued from page 3)

crossed behind line BB. Drive forward and stop astride line CC.

The only thing was that line B-B was a steep slope of polished stones with very little grip and it was very difficult to get away. Nobody in class 7 made it and only a couple of the class 8's, including Ian Davis, Paul Bartleman and Simon Woodhall who all retained clean sheets.

The trial was decided in the next few sections. Ian Davis went into the lead when he cleaned the new section Easthope after a keen eyed marshal spotted Paul Bartleman making a momentary stop.

Then Ian stopped on both The Jenny Wind and Harley Bank, which left him with 7 marks dropped.

Meanwhile down in class 7 Andrew Martin had been cleaning everything in his Dutton Melos apart from the Easthope special test. This put him one mark in front of Ian and overall victory.

The lower classes started with the eastern loop so The Longville Special test was their first section. Again this was a major problem for most of the competitors although Adrian Marfell managed to burn away while Michael Leete dropped right back before making a clean assault. Adrian did very well on the

new Eastcote section and also managed the tight hairpin on Ippikins Rock, which was the downfall of all class 4 apart from Adrian and Giles Greenslade. Simon Groves also failed here putting him behind Harvey Walters and John Cox in class 3.

Adrian did very well to clean The Jenny Wind the only car in the lower

classes to do so apart from Dudley Sterry who was driving Barry Clarkes Austin Seven on The Clee.

The loop over The Long Mynd didn't cause to many problems for the lower classes although there was a surprise at

Gattens Gamble when Dudley Sterry stopped at the six to loose the lead in class two to Jeremy Flann.

Competitors arrived at the last section with Adrian Marfell leading the trial overall having only lost 4 marks at Eastcote. This is a real Beetle Hill, a pretty straight drag through the muddy ruts. All the Beetles went clean apart from one and that was Adrian who stopped at the four, dropping to third overall and handing the lead of the trial to Andrew Martin.

The first competitors finished not much after 2 pm so Jonathans Toulmin's plans to minimise delays were an outstanding success.



Class 4 winner Adrian Marfell on Hungerford where you start the section on a main road!

1st Overall	Andrew Martin (Dutton Melos)	6
Class 0	Bill Faulkner (Troll)	19
Class 1	David Symons (Citroen AX)	18
Class 2	Jeremy Flann (Austin Chummy)	10
Class 3	Harvey Walters (Escort)	20
3rd in Class 3	Simon Groves (Escort)	34
Class 4	Adrian Marfell (VW Beetle)	8
3rd in Class 4	Michael Leete (VW 1302S)	23
Class 5	Jeff Buchanan (Reliant SS1)	22
Class 6	Gary Browning (VW Beetle)	17
Class 7	Howard Stephens (Marlin)	24
3th in Class 7	Dave Nash (Skeetle)	56
Class 8	Ian Davis (VW Buggy)	7
12th in Class 8	Mike Pearson (Dellow Replica)	40
16th in Class 8	Ed Nikel (VW Buggy)	50