

CLASSICAL GAS

November 2003

About Classic Trials and Falcon Motor Club Events and Personalities

Dave Smith Wins Gill Morrell



Dave Smith scored a resounding overall victory at Falcon's Brickhill Trial after Michael Weeks retired with a broken diff. The dry conditions did place a strain on transmissions as there was grip aplenty but Cliff Morrell and his team put on a competitive trial at this famous old venue.

There were 34 entries at a very dry Brickhill for Falcons Gill Morrell Trial. However, Cliff Morrell and his team know the venue back, front and sideways and managed to lay out eight competitive hills, using camber, slippery bracken and moist conditions under the trees to provide the challenge.

The entry contained many of the usual suspects with a sprinkling of interesting "new" cars. Claire Norman and Glynn Bawden had a delightful Austin Seven. Edward Holloway had a nice little special, one of many interesting cars he has created over the years. Likewise Dave Nash never

fails to surprise us. The Skeetle was amongst the entry, driven by Neil Bray. It's architect was driving his latest creation, the MGeetle, a Beetle floorpan and type one engine under an MGB GT body. Then there were a couple of cars that made their trial débuts on the Edinburgh the previous week. Ed Nikel had the ex Mike Pearson Buggy and Peter and James Mountain were driving their newly refurbished Dellow.

The early morning dew was still on the grass for the first round, catching out many of the entry. Two drivers

(Continued on page 6)



Top Left—Dave Smith won National B by a clear margin, Above—Mike Pearson dropped the same number of Marks as Ian Davis in Clubman's



Brian Alexander re-starting on Putwell 2 on The Edinburgh Trial. The full report starts on page 2.



Peter Morgan has died. The obituary published by The Morgan Motor Company is on page 5.

Edinburgh 2003

START AT MOTO SERVICES TAMWORTH

The start was just as sterile and devoid of atmosphere as last year and most of the facilities were closed and locked up behind steel shutters. The President participated in scrutineering, shaking spare wheels vigorously to make sure they were secure. There were lost of abandoned tow cars and trailers around the car park and the management will have made a few quid if they all paid their £6 long term parking fee.

AGNES MEADOW

The run to the first section followed the usual route up the A5 and north through Litchfield to Ashbourne and out on the A517 to Agnes Meadow. There was a deviation here for classes seven and eight but it didn't catch many people out this year as they



If you were car classes 1 to 5 it wasn't a competitive trial because it was so dry and only the higher classes were let loose on Bamford and Corkscrew. But what a good day out. Nice weather, gorgeous views, a new road route and a nice club supper to finish the day.

knew all about the sharp turn back onto the main track. Everyone wasn't lucky though as both Maureen Chattle and Neil Bray were shown as failures in the results. I don't know about Maureen but not only did I see Neil not fail I videoed him not failing!

CLOUGH WOOD

There was along run of around 20 miles through Matlock to petrol at Two Dales before crossing over the Peak Railway to a rather rough Clough Wood where the sharp rocks ripped the sidewall out of one of the front tyres of Stuart Harrolds Troll. The

sidewall was too badly damaged to put in a new tube so Stuart and Chris put on a wide rear wheel so they could continue.

WIGBER LOW

Cars had the usual holding control in the breaking dawn before to prevent queuing on the main road. The section was pretty straightforward and the marshals, which included Morgan racer Rob Wells, weren't troubled by many failures. Neil Bray was in problems on the following road section as one of his knock of hubs was coming loose from

Neil and Allison Bray ease Primrose off the Calton re-start on their way to what they thought was gold before the results showed them failing Agnes Meadow.

the flange. The problem was that the securing nuts had hobbled their way into the hub leaving almost no flats exposed to get a spanner to.

BENTLEY BROOK INN

The organisation creaked a bit here as the wait for breakfast grew longer and longer and the really late numbers had to wait for around an hour and a quarter. Needless to say quite a few left without any food inside them!

PUTWELL 1

The normal start was just before a raised hump over a pipe but the big hole from last year was filled in. It was tricky getting away though, even for the front wheel drive cars who had a preferential start a bit lower down. There was quite a bit of blue smoke as competitors burned their tyre getting over the hump and the diff in Richard Tompkins Imp cried enough. Earlier

Classical Gas, November 2003, Number 105

Stuart Harrold and Chris Phillips had gone to let down their rear tyres only to find one was flat already so they were down to no spares!

SPECIAL TEST ONE

The route card explained this as start on Line A, Stop astride Line B, Stop astride Line B affair but competitors were greeted on the start line with the news that it was a straight blast, stop on line B and that's it. Nice and simple.

PUWELL 2

Dudley Sterry and Eric and David Wall were in charge here with John Salter taking pictures. The re-start was in the usual place on the rocky slab and was very, very rough. Most competitors got away OK but positioning was critical.

LITTON SLACK

The old hill was kind to competitors this year with plenty of grip all the way up.

BLACK HARRY

After Litton the route divided. Bikes and Classes 6 to 8 went straight to Great Hucklow while 1 to 5 went east on the A623 to turn off into the quarry complex to Black Harry, a nice simple straight track which didn't trouble the scorer to much.

GREAT HUCKLOW

There was a special test before the section which deviated up the bank as usual. There was plenty of grip and this was one section that didn't seem as rough as usual. Brian and Kevin Alexander had a few problems and had to stop just before the section but soon got going again to claim a gold, only to find they were given a fail on Litton Slack.

GLIDING CLUB CONTROL

This was a compulsory 30 minute rest halt and the holding control for those lucky enough to be allowed to tackle Bamford Clough. The organisers had clearly been taking lessons from the Lands End as they had found the coldest, windiest godforsaken spot in the whole area for Stuart and Chris to replace the tube in one of their flats.

BAMFORD CLOUGH

Classes 1 to 5 weren't allowed to have a go this year as water erosion had washed out the surface in front on the steps which most competitors reckoned were the steepest ever.

HAGGSIDE

The restart on Haggside was in the usual place just around the corner immediately after the start. There was plenty of grip in the dry conditions and only competitors who got their positioning totally wrong had any problems.

OLD LONG HILL

After Haggside it was back alongside the Ladybower Reservoir and the local constabulary wasting the taxpayers money in a very expensive camera vehicle trying to trap speeding motorists. At least they were nice and safe inside their van which they wouldn't have been on the streets of nearby Sheffield protecting innocent citizens from murders, rapists and muggers. The long road section wound its way along the valley through Hope and Castleton and up the spectacular Winnats Pass before coming into Buxton from the north down the A6 and out on the A5004 where the car entry split. Classes 1 to 6 tackled Old Long Hill, complete with downhill start.

CORKSCREW

Classes Seven, Eight and the bikes went on to Corkscrew, which was to pose a real challenge. Not only was it rough, narrow and twisty but it had a difficult restart, between the two hairpins, and it was wet. No, the MCC assure us it was not doctored, a natural spring runs down the hill. Amongst the bike entry Brian Sussex was on tenterhooks as he listened to first a crescendo of noise and then total silence. Fortunately when his turn came Brian kept his nerve and cleaned the section for a well earned triple.

It was a tough section for the four-wheeled brigade but it was cleanable with a lot of care and a fair slice of luck. The section was very slippery for the early numbers and Stuart Harrold was one of the few early numbers to get a clean. It wasn't easy, although they got the Troll away from the restart Stuart and Chris had to fight for grip all the way to the summit. Fred Gregory got off the restart OK only to come to a halt on the left hand corner. Mike Pearson came to grief when his left front wheel went up on a rock and the car pivoted on diagonal corners losing drive. Ed Nikel failed as well but was happy as he was enjoying a nice reliable trial with VW power even if the engine was fluffing a bit. Corkscrew was Peter

With it's creator Geoff Jackson in the passengers seat Clive Booth was taking special care of his Dellow Replica.



Classical Gas, November 2003, Number 105

(Edinburgh—Conti. from page 3)

Montain's only failure in his newly refurbished Dellow which was going very well apart from the carburation needing a bit of tweaking.

HAYDALE

As the routes re-joined there was another very long road run, north and then east in a huge circle around Buxton to Haydale where John and June Blakeley presided over a comparatively easy section in the dry conditions.

CALTON

The final hill was Calton. It was pretty easy in the dry but the ruts are a slowly stating to come back so it could soon be returning to be a competitive section.

BULL L'TH THORN INN, FLAGG MOOR

The finish was at this rather desolate pub in the middle of nowhere again. But inside it was noisy and crowded with competitors eating and drinking as they signed off. Popular opinion was that it was a very nice day out but with the very dry conditions not a competitive trial unless you were one of the lucky ones allowed to have a go at Bamford and Corkscrew.

PAVILION GARDENS BUXTON

The MCC had organised a club supper at The Pavilion Gardens which made a very nice conclusion to an enjoyable day. Hopefully this will be a feature of future Edinburgh Trials. The only thing wrong was that many of us were waiting for a few words from the hierarchy which never came!

The majesty of Litton Slack as Dave Nash and Julie Fleet blast the Skoder Nash to the summit.



Ed Nickel enjoying VW reliability as he restarts his ex-Mike Pearson Buggy on Putwell 2 under the eagle eye of Dudley Sterry.



Class 4 winner Michael Leete revealing his belly on the Great Hucklow deviation



Class 5 winner Keith Pettit making easy work of the Calton restart.



Reg Taylor and Bill Rule in bright sunshine at the finish after a successful Class 0 run in their new Anglia.



Peter H.G. Morgan 1919 - 2003

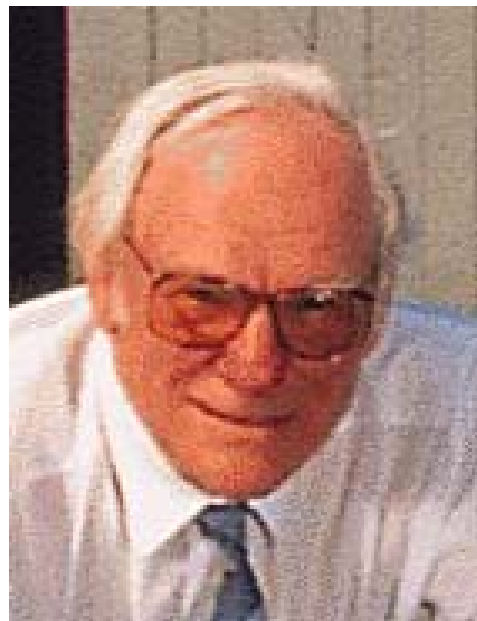
Malvern, England, Tuesday 21st October 2003

Peter H. G. Morgan passed away peacefully yesterday following a brief illness. His wife Heather and other members of the family were with him. He was a few days from his 84th birthday.

Peter Morgan, known affectionately to all in the Morgan world simply as 'PM' was involved in every aspect of the origin and development of the legendary Morgan marque from 1950 onwards. He worked side by side with the founder of the Company, his father, H.F S. Morgan, from a very young age, firstly at the old Factory and then at its present site on Pickersleigh Road, Malvern Link, England.

PM took over the company reins with his father's passing in 1959 and ran the company with legendary kindness and charm until he turned over operational responsibility to his son Charles in 1999. He continued to chair the Board, and visited the factory on a daily basis until shortly before his death.

Often acknowledged as a perfect English gentleman, Peter Morgan was full of unbridled enthusiasm for life and for the cars his family builds. He will be sadly missed by all who had the pleasure of knowing him, and by many thousands of motoring enthusiasts whose lives have been enhanced by Morgan sports cars.



Edinburgh Results for Falcon's & Friends

Stuart Harrold (Troll)	Gold
Peter Mountain (Dellow)	Silver - Failed Corkscrew
Maureen Chattle (Dellow)	Silver - Failed Agnes Meadow
Ted Holloway (Sierra)	Bronze - Failed Putwell 2 & Haggside
Clive Booth (Dellow Replica)	Silver - Failed Corkscrew
Verdun Webley (Marlin)	Failed Putwell2 , Bamford Clough and Corkscrew.
John Parsons (VW Buggy)	Silver - Failed Putwell 2
Mike Pearson (Dellow Replica)	Silver – Failed Corkscrew
Ed Nikel (VW Buggy)	Failed Gt Hucklow Special Teast, Great Hucklow & Corkscrew.
Richard Tompkins (Imp)	Retired with broken Diff on Putwell 1
Brian Alexander (Fiat 850)	Silver - Failed Litton Slack
Nick Ikin (Citroen 2CV)	Bronze—Failed Putwell ST & Putwell 1
Patrick Osbourne (Skoda)	Silver—Failed Haggside
Keith Pettit (AH Sprite)	Class 5
Peter Manning (MG Midget)	Gold
Neil Bray (Primrose)	Silver-Failed Agnes Meadow
Michael Leete (VW 1302S)	Class 4
Fred Gregory (Rickman Ranger)	Silver—Balked on Bamford Clough & Failed Corkscrew
Dave Nash (Skoder Nash)	Gold
Simon Robson (Liege)	Gold
Simon Groves (Escort)	Silver—Putwell 2
Geoff Hodge (RDT Special)	Bronze—Failed Agnes Meadow and Corkscrew.
Adrian Tucker-Peake (Peugeot 205)	Gold
Reg Taylor (RDT Anglia)	Class 0 Award

Michael's Musings

The Trials season is well underway now. It's very, very dry and in consequence The Edinburgh wasn't a competitive trial for the lower classes who missed out on Bamford and Corkscrew. I was delighted to win the Class 4 award but it was probably because Giles Greenslade was taking it easy to guarantee his triple!

It was shame about Bamford. I have always said I would do The Edinburgh just to have to do this one section so I hope the MCC can find a way to bring it back for us all. The Edinburgh results are a bit controversial with quite a few competitors, including Neil Bray and Brian Alexander, being given un-expected fails.

I enjoyed marshalling at the Gill Morrell Trial, which saw the competitive début of Dave Nash's latest creation the "MGeetle". It's a very neat amalgamation of a Beetle floor pan and MGB GT body. I think it's great but the MG purists will probably have a baby!

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

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(Gill Morrell —Continued from page 1)
managed to retain their clean sheets. Dave Smith in National B and Mike Pearson in Clubsport. They couldn't be complacent though. Michael Weeks and Ross Nuten had both only dropped four. Dave and Mike were to maintain their clean sheets through the second round until lunch and Michel Weeks went clean as well. Things didn't go so well for Ross. He dropped 10 on hill one and quite a few more on the other hills to drop down the order.

Chris Smith was going well in National B and was not far behind Dave Smith and Michael Weeks, with Ian Lawson and Davis Sheffield snapping at his heels. Mike Pearson had a bigger lead in Clubsport and his nearest challengers were Roger Dudley (16), Ian Davis (17) and Geoff Hodge (19).

Lunchtime provided the usual opportunity to socialise and look at all the interesting cars, competing and non-competing, with a tie here between the Austin 7, MGeetle and Reg Taylor's Anglia.

Dave Smith lost his clean sheet immediately after lunch on Hill One

where he dropped six and Hill Two where he lost another three. Both were cleanable though as Colin Weeks and Dave Sheffield proved on Hill One and Ian Lawson on Hill Two. By Hill Two Michael Weeks had crept up to Dave And was tying for the lead but that was to change in the sandpit on Hill Four when the diff cried enough and Michael and Colin had to retire. David Sheffield took over the challenge to Dave's Tempest but not for long as his diff went bang as well and he joined the bidding for the spare axle in Simon Robson's garage!

In Clubsport Ian Davis was going well and started to creep up on Mike when Mike dropped a seven on Hill Seven on the third round. This was to be Mike's un-lucky hill because he dropped eleven here on the last round. Ian cleaned the hill, tying with Mike on 25 marks lost. This gave Mike the award for Best Falcon and Ian Best Performance in Clubsport. Nigel Taylor just pipped Robin Howard for class One. John and Simon Groves had the misfortune to loose their Escort's clutch at the very end of the trial as did John Parsons in his VW Buggy.

New Cars seen at Brickhill—Dave Smith's MGeetle, Peter Mountain's Dellow and Ted Holloway's Special.

