

CLASSICAL GAS

September 2004

About Classic Trials and Falcon Motor Club Events and Personalities

Arnolds August Antic's



Arnold has his Mini completely under control as he handbrake turns between the cones.

Alan Davis laid on a very nice set of tests and along with John Newberry and Mike Hayward timed the event. Mike was Secretary of the Meeting and was a bit worried about the entry the week before but sixteen entries, around the ideal number for the venue, came to the start line, including one with four drivers!

The first test was a nice straightforward wiggle woggle. Arnold set the fastest time, establishing a lead he was to retain all the way through the event, setting fastest time on five of the ten tests. David Manning was very fast and set two best times but couldn't match Arnold on the day. He better watch out though as David is getting faster and its only a matter of when he will win.

Andrew Dudley and Keith Pettit both threw their rear wheel drive salons around in fine style to finish just behind the flying Mini duo. They were followed by Lee Foster, driving Simon Groves Metro in his first ever motoring competition.

It was another lovely day at Upper Caldecote and another FTD for Arnold Lane. It wasn't a forgone conclusion though, David Manning was only a few seconds behind and Andrew Dudley and Keith Pettit were there or thereabouts all day. Ftd by an A35, that would be something!



Spring Fever Autotest Pictures on page 2 and results on page 4



What has the editor of your favourite column been doing this summer? Read more on page 3

August Antics Autotest



Front Wheel Drive Class Winner David Manning pulls away from the line under the eagle eye of Falcon Treasurer John Newberry



Keith Pettit was second in the Rear Wheel drive class but had to fix a leaking heater hose before the drive home.



Colin Reid autotesting his trials Nova for the first time. Interesting without a front Anti-Roll Bar!



Jonathan Tovey was second in the well supported Production Class



Michael Leete giving his Dellow an Autotest outing now the brakes work!



Lee Chapman managed to make sure he isn't invited again as he was faster than car owner Simon!



Although his co-driver was faster Simon Groves still got an award for 3rd in class



Andrew Dudley threw his Escort around in fine style to win the Rear Wheel Drive Class



Daniel Tovey at the wheel of Keith's hard working A35



Laura Dudley won the Production Class

Trials Hills on Two Wheels

With the Lands End over my thoughts turned once again to Mountain Biking. I had intended to do half dozen or so long distance (25 miles plus) cross-country rides with Richard and to take part in three of the local FNSS championship races.

Unfortunately business pressures didn't put me in the mood for enough training to be fit enough for racing, so my two wheeled off-roading was confined to cross country this year. The idea is to plot a route between twenty and forty miles, with as much off-road as possible. Richard and I have done fifty miles in the past but a slightly shorter distance is far more comfortable on the backside.



Above - Richard at the foot of Telegraph Hill and right Michael with his fleet of off-road machinery

Legally you are allowed to cycle on Bridleways as well as Byways and we have assimilated considerable knowledge of the tracks in a twenty-mile radius of Clifton. Of course its possible to put the bikes in the car and venture further a field, but I hate doing this as driving a car after three or four hours on a mountain bike is not my idea of fun. So mainly we either make circular rides from home or take the train from Arlesey station to the start point and make a one-way trip.

Generally our rides are around two-thirds off road, where the most fun is going down hill. So if possible the plan is to do the up-hill parts on tarmac and make the descents on the loose. It doesn't always work that way as on some of the hills there is no



tarmac side. One of the best local examples of this is Telegraph Hill where the only way to enjoy a superb fast descent is to grit your teeth and grind your way up a narrow muddy track over those closely spaced contour lines!

A few weeks ago Mike Hayward let me have copies of the route cards for the 1950, 1951 and 1952 Guy Fawkes Trials that he had managed to obtain via Andrew Brown. These showed that Telegraph Hill was used as a section on those events. Unfortunately, although still designated a byway, it is closed to Motor Vehicles these days.

Nearby is another old Guy Fawkes section. "Jerimiah's Knob". This starts in the village of Barton and is designated a Bridleway. It is barred against cars but it doesn't stop the local boys on their dirt bikes! This is a really fantastic descent on a Mountain Bike. With the best part of a mile very fast downhill on a very good surface until the very bottom where its muddy and rutted, probably the result of the dirt biking! You can see the bridleway on the OS map, its between Devils Pit and Leet Wood, yes really, although its a shame about the spelling!

Just across the A6 there is a very

drivable by-way just west of Sharpenhoe. Unfortunately its only open to motorised vehicles between April and October, shame as it would make a great trials section.

One of the other old Guy Fawkes sections is what was called Tatmore End on the route card. These days this is designated a Bridleway and is barred against cars. Again its a great Mountain Bike descent and must be all of two miles long if you include the shallow tarmac bit at the end. It doesn't end there because by crossing the yellow there's another mile on a RUPP before the off road action ends at the pub by the ford in Charlton.

Fast descending on a bike isn't for the faint hearted. I reached nearly 30 mph on Tatmore End and at that speed, and my age, you don't want to fall off! I did that once on Hill Farm, a section used on today's March Hare, when I was so intent on focusing on the track in front I failed to notice a low overhanging branch, which I hit with my head, ending up rather dazed in the nettles despite wearing a helmet. Fortunately Richard was behind to help me but it was nasty moment.

Any takers if I offer to run an informal Mountain Bike Trial taking in some of these local trials hills and a nice pub for lunch?

Michael's Musings

Where did the summer go to this year? I'm not talking about the weather it's the time! It seems only yesterday that I came back from The Lands End and now the Edinburgh looms and I haven't done a thing to the Beetle.

The front suspension needs re-bushing to try to get rid of the dreaded shakes that bedevil Beetles with McPherson struts.

While I am enjoying the Dellow there are two reasons why I don't plan to use it for long distance trials, at least for a while. The first is reliability. It's very much an un-known quantity and what I do know doesn't inspire me with confidence.

David, the guy I bought it from, was very honest when he told me he hadn't done anything to it for the eight years he owned it!

The other reason is of course that I don't really fit in it. Certainly there is no question of erecting the hood unless I cut a hole in it. Anyway, if Dudley never uses a hood then neither will I!

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

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Fish and Chip Run

We had a very nice social event on the evening of Friday 13th August with a "Fish and Chip Run". Starting from Tring we followed a route with a nice tour the Chilterns passing Tring Park and going up Aston Hill before stopping in Leighton Buzzard to buy a Fish and Chip supper to take to the finish at Heath and Reach.



Lesley waiting for Michael to get the Fish and Chips

Around a dozen crews took part but I am ashamed I am not sure exactly who to thank for the organisation but I think it was a combination of Andrea, Arnold, Julie and Dave. Well done for a super evening that is well worth repeating.

August Antics Results

	Arnold Lane	David Manning	Andrew Dudley	Keith Pettit	Lee Foster	Simon Groves	Peter Manning
TEST	Mini	Mini	Escort	A35	Metro	Metro	Mini
1	22.4	24.8	24.9	26.7	29.1	32.1	26.0
2	48.5	52.1	51.5	52.6	56.4	60.4	54.8
3	77.1	82.1	81.7	82.6	87.0	91.7	85.1
4	109.4	114.5	114.4	115.7	119.3	126.4	120.5
5	138.5	143.2	143.6	144.2	149.2	157.7	152.0
6	180.6	186.5	188.6	190.9	192.8	204.7	197.8
7	207.3	213.5	215.5	218.4	220.7	238.4	231.8
8	251.9	256.8	259.9	262.9	264.1	283.3	278.5
9	275.7	279.9	283.7	287.5	288.5	307.9	331.6
10	303.8	307.4	311.3	316.0	317.0	335.1	361.7
Overall	1st	2nd	3rd	4th	5th	6th	7th