



Swanning about at JPR Towers

Some of us will remember the original "Team Hooligan" of Burnsy and Perv who destroyed everything before them with Frank's Lada, including more than one Lada as well. For entertainment value they were hard to beat, and often hard to beat at the trials as well. But Perv took to riding motorbikes, Frank bought Half Pint off the pigeon king while Burnsy still does his best to maintain the proud reputation.

Now there's new competition for the Hooligan title out there, bring on Tim Richards and Chris Klinkert, two guys who are determined to put the maximum amount of fun into trialling, while still being very competitive in the orange oil burner.

It's going to be hard to ignore these two, not just because they drive through one gates with their hand on the horn and cheering loudly, but because they are learning the techniques of trialling very rapidly and getting to the one gates with increasing regularity in that diesel powered Land Rover special.

Originally it was a racer, but is now proving itself to be a good trialler and a welcome addition to Class Four.

Tim won Class 4, narrowly beating another young driver who's also learning that the right hand pedal hasn't got to be buried in the floor.

Ceri Hughes scored 37, just one point behind Tim. But the lead swapped back and forth a few times as he equalled each others scores on four of the nine sections, but 8 points on the final section lost Ceri his win.

Chris Klinkert wasn't far behind either with 41 points and was actually leading the class until section 4.

It's far too complicated to describe the sections at J.P.R.'s place, so I'm not even going to try. Imagine two small woods with no big hills, and a tip of old building rubble and clay. But it's a terrific challenge.

In the trees it all looks the same, and more than one driver will look at the score sheet and curse getting lost somewhere on a section. Some drivers, me included, need good navigators! Not that I was driving, but that's another story altogether.....

In Class Two Jim Hornby scored a very respectable 37 points, equal to Ceri's, and Jim's highest score of the day was an 8 on section one, but four other drivers also scored 8. Which shows that Jim's 90 is well capable of keeping up with the other classes, and so is he.

It wasn't the easiest place to drive a full bodied Land Rover 90, but Jim knows exactly how big it is and how to get the best out of it, even lightening it as he drives by knocking windows out!

Jim's 90" is slightly modified by having an Isuzu engine in it, and other than a few practical things like the roll cage and winch, but I don't think it's much altered from standard in most respects. Which makes it great to watch in the hands of a good driver.

It's a shame there aren't more drivers in this class, so it was nice to see a Suzuki appear as section two was underway.

Jonathan Green's Suzy looked the business with it's roll cage and trussed front axle, I think there's other mod's as well but I didn't get to look closely.

It was his first trial, and under the 'expert' guidance of Tim and Chris, I suspect Jonathan is another "Hooligan", he had a good go at the sections until something broke and he retired on section 6.

Let's hope he can fix it and bring the numbers up in class two.

I hadn't seen Clive Meldrum's Class Three machine before, and apparently it hasn't been the



most reliable machine either with a few diff' failures.

But he'd changed to the stronger, but higher ratio, Range Rover diff's and finished with 26 points.

He went home very happy.

And don't let that Suzuki bonnet fool you either, it's all Rover underneath. Anyway, Clive just isn't a Suzuki type of guy!

The winner in Class Three was Marc Price with 7 points, but even Marc would have to admit that the sections in the woods were Scrap'su territory!

He did drive very well, as he nearly always does, but the nimble Scrap'su was in it's element there. Not that it's useless on other kinds of sections though, as his clear on the last section showed. The only other clear was Tim Richards, and two more different motors is hard to imagine.

It was a different story for father Les though, and although he drove well and didn't seem to score exceptionally higher points on any particular section, except the one I know he got lost on, he ended the day with 14 points and second place.

Tim Mackley's day wasn't as good as he'd hoped for either, and two punctures didn't help matters one bit.

Or maybe he was keeping his immaculate Land Rover looking that way and keeping away from the trees a bit too much? I somehow doubt it as Tim is one of the most competitive drivers in the club and he's never shied away from trying his hardest before, and there was no reason for him not to try this time.

Chris Hughes had the old leaf sprung Ford V6 Series something or another Land Rover out again and wasn't doing badly until the last two sections on the landfill where he scored a 10 and 8. But in the trees the ancient Landy was performing well, and it sounded ever so good once he'd torn the silencer off on a stump.

Class Five was a two driver show, and Chris agreed to J.P.R.'s suggestion that no fiddles or lockers would be used.

Jo however, has a welded front diff' that would have made driving through the tight turns in the trees just about impossible, so he used the fiddle brakes. Even at this point in the season the Championship has been decided so Chris was prepared to have a go, and he still beat Jo by one point - 17 to 18 points. I have a suspicion though that Chris' score would have been even lower if he had swung the Muddler around the trees in his usual style, and he might have made the climb on section 8 as well with the lockers in?

Jo was having a very good day, until section 6 where he scored 9 points, and there's a string of ones down the score sheet so realistically Jo could have finished on 10 points instead of 18 and won. Jo seems to have this kind of luck far too often.

Perhaps he's preparing himself for the new driver in class five?

As always we had a great days trialing. The site is a difficult one to set out, especially in the trees, and John does a wonderful job of setting sections that are still a challenge for both the driver and the vehicle without resorting to silly tight turns between the trees to stop the drivers. The trees certainly did stop many drivers, but there was a line there somewhere.

Many thanks to John for not only being C.o.C. but for letting us trial on his land, and admire his lake with a pair of gorgeous black swans swimming serenely by.

We all had a great day.

Dave

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