

CLASSIC TRIALS NEWSLETTER

 **Apparelmaster**
TOTAL WORKWEAR & LAUNDRY SOLUTIONS
2014 Apparelmaster Classic Trial Championship

ISSUE 010 July 2014



Director's Report- Winter Championship Brass Monkey meeting



The 2014 season for Classic Trialers came to an end last Sunday with running of the Apparelmaster Winter Classic Trial Championship at the Historic Racing Club meeting at Hampton Downs.

From the Classic Trials Register Members

This was the last meeting with our long time sponsor Apparelmaster and I would like to take this opportunity to thank them for their great support over the past 5 years. Our association with Apparelmaster gave the Register the identification and standing in the motor racing community that it needed. Everyone knew the Apparelmaster Trialers with their prominent T-shirts and the cars were easily identified. This new identification also drew in more prospective drivers and at many meetings the Apparelmaster Classic Trial had the greatest entry.

To Pryor's Apparelmaster in Takanini, and General Manager Brett Homan, a huge vote of thanks from all the Register members.

Prize Giving Lunch Horse & Trap -24 August 2014

Numbers needed Please

RSVP to ross.vaughan@clear.net.nz

**Historic Racing
Club Inc**



Apparelmaster Winter Classic Trial Championship

If you didn't enter this meeting because you thought it would be wet and cold, you made a big mistake. Sure it was a bit chilly but the sun shone, there was no wind and the track was dry as!



All in all it was a marvellous end to our 12th season.

The Brass Monkey meeting had two race groups (laps under 1min 25 and those lapping over 1 min 25) and the Classic Trial register. This made for a quick fire days

On the Wednesday before we only had 9 entries but late entries on the day swelled this to 15 cars. After a major rebuild it was good to see John McGregor back racing with the Lotus 11. It was good too, to catch up with Colin Middlemiss (Peugeot 106)



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For practice the track still had a coating of the overnight dampness and although one group had practiced ahead of us, it was a case of woe-betide anyone who ventured off the racing line. Then on lap 2 we had the dreaded Red Flag when one driver found new tyres and a bit of track dampness did not mix! There was some confusion among the drivers regarding the red flag regulations and Terry Riding our Motorsport expert has outlined the rules for us later in this newsletter.

After reassembling in pit lane we were soon off again for a full practice without further incident. With only 3 race groups we were allotted 20 minutes for practice.

Once we lined up for the first trial that track was bone dry and cool dense air rewarded us with fast laps. Too fast for a few!

Robby Riding took a well earned victory over veteran Jowett driver Neil Moore.



Results: Trial 2:

- 1st Robby Riding (Porsche 924) 0.38sec;
- 2nd Neil Moore (Jowett Javelin) 0.42sec;
- 3rd Peter O'Sullivan (Ford Cortina Mk2) 0.5sec;
- 4th Mike McCowan (MG BGT V8) 0.67sec;
- 5th Ross Vaughan (Mazda MX5) 0.68sec



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The tyres had hardly cooled and we were off again on our second trial. After a 'no result' in the first trial Sheridan Broadbent drove near perfect laps to record the best result of the day. She took the big Pacer around for seven laps with an average deviation from the nominated lap time of 0.29 seconds. The ladies were certainly showing the men home for the first 2 trials.



Wow. I wonder what
all that smoke is up
there?
Oh.....



O'sullivan Racing Crash cam
whenthingsgotshit.com

Err, maybe its just
me Paul, but arent
you supposed to be
going the *other*
way?



Results: Trial 6:

- 1st Sheridan Broadbent (Valiant Pacer) .029sec;
- 2nd Peter O'Sullivan (Ford Cortina Mk2) 0.42sec;
- 3rd Brent Middlemiss (Mini 1275 GT) 0.73sec;
- 4th Robyn Riding (Porsche 924) 0.75sec;
- 5th Neil Moore (Jowett Javelin) 0.77sec.

And yes.. Mr Couper had a "No result" after a fairly lengthy slide out of turn One -then *slightly* over doing it for the rest of the Trial... "got the heart rate going, that one did I can tell you! Sorry, Ken, Sheridan, Peter, Robby Brent... the list of those who evaded my spin goes on..and on...and on!"



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As usual there was no clear leader and the after lunch final Trial would prove to be the decider. Mike Foy had another unhappy day and when his Escort was pushed onto the trailer after Trial 6- that was the end on the meeting for him.

Brent pulled one out of the bag and finished the last Trial well clear of the field.

Terry produced the results and there was some anxious calculating before the winner was determined. While the first 5 were quite close, Peter O'Sullivan emerged the clear winner of this, the last Apparelmaster Winter Championship, ahead of Brent and Sheridan.

2014 Apparelmaster Winter Classic Trial Championship

1st Peter O'Sullivan (Ford Cortina Mk2) 0.46sec;

2nd Brent Middlemiss (Mini 1275 GT) 0.53sec;

3rd Sheridan Broadbent (Valiant Pacer) 0.55sec;

4th Robyn Riding (Porsche 924) 0.56sec;

5th Neil Moore (Jowett Javelin) 0.59sec.



Thanks again to Rex Oddy and Terry Riding for supplying us with a printed set of results almost as soon as the Trial had finished. The brain behind our timing programme, Mark Rodgers of MarkTime, was also present to assist in a new

Postscript: Register member Graeme Park entered his Porsche in the 'Under 1 min 25 sec' Race Group and was lapping at around 1 min 20sec. No Speed Bar problems there Graeme!

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The RED FLAG! – What do you do?

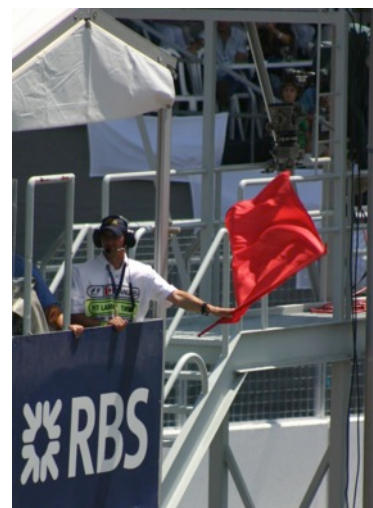
In simple language: Refer to Note (2) below, but if you remember the simple rule...

If there's a red flag, unless otherwise instructed during drivers briefing, **you return to wherever you started the session from.**

IE. If you started practice from the dummy grid -that's where you go back to.

If you started a race from the Race grid- that's where you go... simple.

There is a Red flag control line usually before the finish line – stop there as instructed by the marshals.



From the Motorsport Manual:

(2) Red flag:

During Practice: Waved to signal the practice session has been stopped. Slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.

During the Race: Waved to signal the race has been suspended. Stop racing, slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to the red flag control line. Do not overtake. Be prepared to stop if required.

Coming events:

24 August 2014	Prize Giving	Horse and Trap RSVP
13 September 2014	HRC Icebreaker	Hampton Downs
4 October 2014	TACCOC Spring Classic	Pukekohe
9 November 2014	TACCOC Summer Classic	Hampton Downs
14 December 2014	OutSource IT Christmas at the Downs	

Cheers

Ross

Classic Trial Director

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2014 Apparelmaster Classic Trial Championship

