



Classic Trials Championship 2014/15



Classic Trials Newsletter

ISSUE 012 October 2014

PPG Classic Trial Championship Round 2 TACCOC Spring Classic Meeting Pukekohe Raceway 27 September 2014



Director's Report-

Welcome to our second newsletter of the 2015 Season. Again the weather forecaster told us that the weather at Pukekohe for Round 2 of the PPG Classic Trial Championship was going to be lousy! Again the forecaster got it wrong! While it rained on Friday night, and the roads were wet on the way to the track, on the whole it was a 'dry' meeting.



I think we were all psyched by the forecaster and didn't really believe that the track was going to stay dry. Practice was started on a damp but drying track and even though the last few laps were dry, the overall opinion was to set a slower than normal nominated time. The net result was a set of results that were probably the slowest I can recall for a dry meeting! Only one driver achieved a final average of less than 1 second and that was 0.97second! That said, we all had a great day.



The TACCOC Spring Classic was a small meeting with only four classes competing. With fewer cars, there was room for all of us to have a covered pit garage. Great for the rain that didn't come, but little shelter for the freezing southerly that blew straight through the south facing garages. In fact Round 2 was colder than the Round 1 Icebreaker.

The first Trial results on a dry track showed us that it would need a very disciplined driver to get a good result. Our 2014 CT Champion, Paul Couper, led the field home.

Results: Trial 1:

- 1st Paul Couper (Mazda MX5) 0.92sec;
- 2nd Ian Christie (MG BGT) 0.94sec;
- 3rd David Tolhurst (Ford Capri GT) 1.31sec;
- 4th Bronwynne Leech (Peugeot 205GTi) 1.39sec;
- 5th John Miller (Ford Escort RS2000) 1.57sec.



"err speaking of Discipline- while entering Turn 2- I had a minor miscalculation, had to run across the grass and sideways through railway- thanks to good spacial awareness from Ken Smith, no harm done- but an open apology to him for that one!"



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With only 4 groups competing we were soon back out on the track for another dry run. Mike McCowan, was chased home by Robyn and Bronwynne for a good win with a time of 0.5 sec.

Results: Trial 2:

- 1st Mike McCowan (MG BGT V8) 0.5sec;
- 2nd Robby Riding (Porsche 924) 0.66sec;
- 3rd Bronwynne Leech (Peugeot 205GTi) 0.81sec;
- 4th Ken Smith (Ford Escort RS2000) 1.11sec;
- 5th Syd David (Porsche 944) 1.16sec.

Paul Couper was just thankful to be driving the car home, after a big spin coming off the mountain onto the front straight on the very last lap of Trial 2.



As this was a quick fire meeting, we were lucky enough to have four Trials, the best three times to count. The result for the third Trial of the day was the one that most of us would discard! Half way through there was a short shower and the resulting wet track put paid to any good results. Hoppy Hopkins, in the open cockpit TR3, rushed home to his dry hanger more than 2 seconds ahead of most other drivers!

Results: Trial 3:

- 1st Hoppy Hopkins (Triumph TR3) 1.23sec;
- 2nd Paul Couper (Mazda MX5) 3.04sec;
- 3rd Ross Vaughan (Mazda MX5) 3.13sec;
- 4th Syd Davis (Porsche 944) 3.18sec;
- 5th John Miller (Ford Escort RS2000) 3.45sec.





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The final Trial for the day was again going to be the decider. We started under threatening skies and finished just before the rain fell. It was great to drive back into a dry shelter.



Results: Trial 4:

- 1st Paul Couper (Mazda MX5) 0.36sec;
- 2nd Ian Christie (MG BGT) 0.63sec;
- 3rd John Miller (Ford Escort RS2000) 1.0sec;
- 4th Russell Ness (Mini Cooper S) 1.02sec;
- 5th Colin Middlemiss (Peugeot 106GT) 1.06sec.

Paul Couper, two wins and a second place over the day was pipped on the line by Ian Christie (MG BGT) who convincingly won the Round.

2015 PPG Classic Trial Championship – Round 2



- 1st Ian Christie (MG BGT) 0.97sec;
- 2nd Paul Couper (Mazda MX5) 1.32sec;
- 3rd Russell Ness (Mini Cooper S) 1.33sec;
- 4th John Miller (Ford Escort RS2000) 1.56sec;
- 5th David Tolhurst (Ford Capri GT) 1.62sec.



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2015 PPG Classic Trial Championship Standings after Round 2

Placing	Driver	Car	Year	Points
1	IAN CHRISTIE	MG BGT	1973	252
2	RUSSELL NESS	MINI 1275GT	1980	239
3	PAUL COUPER	MAZDA MX5	1989	230
4	DAVID TOLHURST	FORD CAPRI GT	1975	216
5	JOHN MILLER	FORD ESCORT RS2000	1974	211
6	SYD DAVIS	PORSCHE 944	1989	185
7	PETER O'SULLIVAN	FORD CORTINA Mk2	1968	172
8	ROSS VAUGHAN	MAZDA MX5	1991	167
9	BRENT MIDDLEMISS	MINI 1275GT	1980	161
10=	NEIL MOORE	JOWETT JUPITER	1951	139
10=	GRAHAM HALLEN	TOYOTA MR2	1992	139
12	HELEN O'SULLIVAN	MAZDA MX5	1990	113
13	BROWYNNE LEECH	PEUGEOT 208GTi		108
14	SHERIDAN BROADBENT	VALIANT PACER	1972	87
15	ROBYN RIDING	PORSCHE 924	1981	66
16	KEN SMITH	FORD ESCORT RS2000	1972	61
17	ARTHUR HOPKINS	TRIUMPH TR3	1953	56
18	MIKE McCOWAN	MG BGT V8	1977	36
19	COLIN MIDDLEMISS	PEUGEOT 106	1994	29
20	FRANK DENNISON	DATSUN 1200	1972	24
20	JOHN STONE	AUDI QUATTRO	1986	24
20	RUSSELL SYKES	MG BGT	1974	24
20	MURRAY PARK	TOYOTA CELICA		24
20	PETER GUNTHER	RENAULT FUEGO	1980	24



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Special Invitation from Club Lotus NZ



Club Lotus and the Classic Trial Register share a close relationship. Many Register members are also CLNZ members and the CT Register has its web link through the generosity of CLNZ. The invitation below is extended to all Register members.

This would be a good opportunity for Register members who have not been out for a season or two to get their cars out for a run on the Hampton Downs track. Regular drivers might like to bring their family and friends out and take them around the track at a non-frightening speed! (Group 1).

CLUB LOTUS NZ Inc

Twilight at Hampton Downs

Friday 14th November 2014

An invitation to Club Lotus' third annual twilight track session at Hampton Downs Raceway. The evening is organised by Playday on Track exclusively for Club Lotus. This year there will be three separate groups.
Group 1 – Road Speed Group. An opportunity to drive the circuit without overstressing the car or passengers.
Group 2 – Sprint Group. Run behind a pace car, but an opportunity to stretch your legs.
Group 3 – Race Group. Full race safety equipment required for car and driver, including helmets and overalls. A fitted fire extinguisher is required in the car. Passengers to wear overalls and helmet. No passengers permitted unless the car is equipped with a certified roll cage, race seats and harnesses.

14th November 2014. Arrive at 4.15 pm for a 5.00 pm start. Enter the track through Gate 2 off Hampton Downs Road, from the car park and turn left through the gate.

Session ends at 7.00pm with a sausage sizzle. All entrants and passengers will be required to sign an indemnity. The event will proceed rain or shine.

Entry Fees

Club Lotus NZ financial members \$40.00 per car (entries received before 7th Nov 14)

Invited Drivers and all entries after 7th November: \$70.00 per car

Enter by emailing entry@clublotus.org.nz

Club Lotus

Instructor can be available for Drivers wanting to Improve their Lines etc-



Club Lotus Newsletter

The Club Lotus New Zealand Newsletter is available from the website
At www.clublotus.org.nz/clnz_news.htm

After a few years of hibernation, Club Lotus Edition is back.
It won't be printed and posted as before and will be available on the website
With a new edition every 3 months.



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Coming events:

9 November 2014 TACCOC Summer Classic Hampton Downs

14 December 2014 OutSource IT Christmas at the Downs

10 – 11 January 2015 Tasman Revival Taupo

23 – 25 January 2015 NZFMR Gulf Oil Hampton Downs

21 February 2015 Tasman Revival Pukekohe

28 March 2015 Legends of Speed Hampton Downs



A Message From Janet at TACCOC

A Bonus for some from TACCOC

TACCOC Summer Classic at Hampton Downs, Sunday, 9th November 2014

Just to let you know that the entry form for the above event is now on www.motorsportentry.com. Please advise your series competitors to get their entries in as soon as possible.

Please also remind those members of your series who competed at Pukekohe and who enter and compete at Hampton Downs as well, that there will be a nice little bonus waiting for them at Documentation.

I look forward to seeing you all at the next Round (Sunday 9 November Hampton Downs) If you haven't had your car out this season, this could be a golden opportunity: small meeting, not too many groups, quick fire races, real nice competitors and fine weather! See you there.

Cheers

Ross

Classic Trial Director

Ross Vaughan - Classic Trial Director,

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David Tolhurst - Event Manager. 09-420-3301

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A new Section to our newsletter will be a spotlight on some of the cars owned and raced by Classic Trials Members. Our Second article features three cars familiar to most, the Mazda MX5's driven by Paul Couper, Ross Vaughan, Helen and Peter Osullivan.

This year, after Three generations and 25 years in production, Mazda is releasing an all new MX5. For a car that almost didn't make it to production at all it is amazing that there have been almost 945,000 of them made since 1989.



All three MX5's seen at classic trials are the NA first Gen MX5's introduced in 1989.

Pauls Car is a genuine NZ new 1989 car – rumor has it one of the first 14 delivered when the cars were first released in Australia. Mazda NZ had to beg to get them as none were destined for NZ until the following year.

With no *power* anything, (engine included 😊) these early NA models were immediately recognized as great handling cars with excellent Geometry, tunability and 50/50 Weight Distribution, and over the years become very popular race cars. In the USA and UK, SPEC Miata racing (heavily restricted stock spec cars) is one of the most popular classes.

Paul's car is essentially stock. It has Koni Adjustable shock absorbers, stock sway bars but has a lowered set of springs.

The engine is totally stock. Paul fitted set of headers and a Cold air induction, ironically though both of these “performance” mods yielded precisely NO extra power on the dyno- the car putting out a whopping 105.9 Rear wheel Hp.

“I run stock brake discs, Ferodo Race pads with braided hoses, good Motul brake fluid, had a cage, seat and harness put in by Chubb Racing, slapped on a set of R888's and away we went”



Paul Actually has Two MX5's. The #47 Car he usually runs in classic trials, and the Track day toy in the foreground



All this and a soft top roof that doesn't leak!-

“I could have gotten all excited and modified the car, but it goes pretty well as is. Although its pretty weak in a straight line, I do enjoy the cornering and braking capability a lot. The car's very sensitive to tyres and rough driver input can really hurt lap times. To be Consistent its all about mid corner smoothness, the smallest mistake can lose you 0.5 seconds just in one corner- and without any power, you cant make that up.”

Paul's car has done 3 ½ seasons in Classic trials, and has never had a mechanical DNF or any problems at all (other than the driver). Quite amazing as the car is basically on the rev limiter all day every day.



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Ross Vaughan's MX5, also a NA1600cc model is a 1991 bought 6 years ago for \$5500 with odometer reading 135K. NZ new so did not come with air con or power steering like the Jap imports. All the requirements wanted on a racecar!



The car has some history: First NZ owner was Ray Avery (now Sir Ray) who in 2010 was NZ'er of the year and most trusted man in NZ after Sir Ed died. Sir Ray is an MX5 man and now owns his 3rd model.

Ross has Fitted Bilstein shocks and 15mm shortened uprated springs with Heavier roll bars front and rear. It has a Free flow air filter and a tuned 4/2/1 headers with 63mm free flow exhaust- The rest of the engine is standard. Rims have gone from 14" to later model MX5 15" and Ross runs Achilles 123 semi-slick tyres (made in Indonesia and only \$200 each!)

He put Race seats with 4-point harness's Roll bar with side intrusion bars

Brakes have been upgraded to the MX5 NB – (20 mm bigger) and race pads (front yellow stuff and rear Green) with SS Braided brake lines.

The car has now competed in 160 Trials over 6 years. Odometer now 161K

The engine has not been touched over that time and other than oil/filter changes, tyres and disc pads, it has not cost a cent.

“My thoughts on the car? It Handles beautifully One of the few stock cars out there with fully adjustable camber, toe and caster on all 4 wheels - and stops on a dime. Lacks power in a big way so corner exit speed is paramount.

Huge fun to drive and very cheap to run. Spares are cheap as chips! Replacement engine \$400 or get a whole running car for \$3000 or less”

“Even now at 25 years old the original MX5 still looks sharp. As I don't have much hair now, I no longer require a hairdresser, just her car!”



How can you not like a car that has a smile on its face all the time?

Peter Osullivan rolled out to classic trials in his 1990 MX5 a couple of years ago now, and subsequently his Sister Helen is driving it regularly. It mysteriously got the slightly newer 1800 CC engine in it somehow. Originally Red, this car is now covered with a “shaker” orange wrap. (no its not leftover paint from a certain other car in the stable) Like the other MX5s its as reliable as an Axe and essentially totally stock. It also has a Rollcage from Chubb Racing, seats and Harness and has had a slight engine freshen up this year.

Helen has had some excellent results and consistent improvement driving it last season.

