



# Classic Trials Newsletter

ISSUE 012 November 2014

## Director's Report-

Again the weather was fine and cool for the 3<sup>rd</sup> Round of the PPG Classic Trial Championship at Hampton Downs on 9 November. This was the TACCOC Summer Classic meeting.

In comparison to the last meeting at Pukekohe, this time the nominated times were spot on for most drivers. The results show that many drivers achieved times that would have won earlier competitions.



### Trial 1

In the first trial 16 of the 21 starters drove an average lap time of within 0.6seconds of their nominated time. In fact 8 were under 0.4 second!

A mighty drive for our 2014 Champion, Paul Couper, who won with a season record time of 0.15sec with Allan Horner, Ken Smith and Peter O'Sullivan snapping at his heels.



### Results: Trial 1:

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.15sec;
- 2<sup>nd</sup> Allan Horner (Austin Healey Sprite) 0.22sec;
- 3<sup>rd</sup> Ken Smith (Ford Escort RS2000) 0.25sec;
- 4<sup>th</sup> Peter O'Sullivan (Mazda MX5) 0.28sec;
- 5<sup>th</sup> Robyn Riding (Porsche 924) 0.35sec



Not such a good result for Hoppy Hopkirk and Frank Dennison who both finished the meeting with only 1 trial. If you chance to have a spare TR diff under your workbench, give Hoppy a call.



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## Trial 2

With only 4 groups competing, we were soon back out on the track.

This time it was our lady members who showed the men home. While Sheridan's Pacer is having a new engine installed, she has commandeered husband Peter's Cortina. After the mighty Pacer the Cortina was a piece of cake and she flew in ahead of Bronwynne Leech and Ken Smith who took his second 3<sup>rd</sup> place for the day.



## Results: Trial 2:

- 1<sup>st</sup> Sheridan Broadbent (Ford Cortina Mk2) 0.35sec;
- 2<sup>nd</sup> Bronwynne Leech (Peugeot 205 GTi) 0.54sec;
- 3<sup>rd</sup> = Ken Smith (Ford Escort RS2000) 0.57sec;
- 3<sup>rd</sup> = John Miller (Ford Escort RS2000) 0.57sec;
- 5<sup>th</sup> Brent Middlemiss (Mini 1275GT) 0.6sec



## Round 6 of the PPG Classic Trial Championship

Those who have not yet done so, please get your entry in as soon as possible.

An early entry ensures that your name will be in the souvenir programme

**We will be Trialing on the Second Weekend of the Festival – Frid 23<sup>rd</sup> - Sun 25<sup>th</sup> Jan** – A brief outline follows: Set up for those who want to on Thursday 22<sup>nd</sup> in the afternoon. Drivers Briefing at 0800 on Friday – everyone there, please. There will be one combined Practice/Qualifying session for us on Friday morning and our first Trial in afternoon. There will be two Trials per day Sat & Sun. There will be a themed **F5000** casual dinner on the Saturday evening with Howden and lots of Aussie former F5000 drivers as guests –Kevin Bartlett, John Walker, Bruce Allison, Vern Schuppan, Warwick Brown etc Tickets are \$40 each to cover the cost of food and available on the entry website. Don't forget the prizegiving on Sunday to take place immediately after racing has concluded.

If you intend to enter, please do so right away as this will help Festival Chairman, Jim Barclay, get the programme sorted before Xmas. **(note entry fees go up by \$30 after the end of the November** – the published Closing Date in the Sup Regs). If you wish to enter but don't want to pay just yet, tick the 'pay by cheque' box in the online [www.motorsportentry.com](http://www.motorsportentry.com) website !

This 3-day meeting is the highlight of the Championship with thousands of spectators attending. We see there a lot of Register members with special cars that only enter at this meeting. Don't miss out in being part of the action.







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## Trial 3

This was to be a quick fire meeting with no lunch break so we were soon into the final Trial of the day. With lots of excellent times in the first two Trials, the final Trial was once again going to be crucial. Again we saw very close driving with 12 drivers returning times of 0.6 seconds or under.



### Results: Trial 3:

- 1<sup>st</sup> Scott Mitchell (Porsche 964) 0.37sec;
- 2<sup>nd</sup> Ken Smith (Ford Escort RS2000) 0.4sec;
- 3<sup>rd</sup> Peter O'Sullivan (Mazda MX5) 0.43sec;
- 4<sup>th</sup> Paul Couper (Mazda MX5) 0.46sec;
- 5<sup>th</sup> John Miller (Ford Escort RS2000) 0.53sec



## Round 3 Overall Results

After his 0.15sec result in Trial 1 Paul Couper was the man to beat. While many tried, Paul came out the winner. The times were so good that 16 finishers recorded times ahead of the Round 2 winning time! If the fine weather and the excellent results continue for the rest of the series we should be in for a very close final in March

## 2015 PPG Classic Trail Championship Round 3

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.31sec;
- 2<sup>nd</sup> Ken Smith (Ford Escort RS2000) 0.33;
- 3<sup>rd</sup> Peter O'Sullivan (Mazda MX5) 0.36sec;
- 4<sup>th</sup> = Sheridan Broadbent (Valiant Pacer) 0.4sec;
- 4<sup>th</sup> = Scott Mitchell (Porsche 964) 0.4;
- 6<sup>th</sup> John Miller (Ford Escort RS2000) 0.44sec;
- 7<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.46sec;
- 8<sup>th</sup> Bronwynne Leech (Peugeot 205 GTi) 0.47sec.





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## Classic Trial Championship 2015 PPG after 3 Rounds

Name	Car	Points
Paul Couper	Mazda MX5	399
Ian Christie	MG BGT	387
John Miller	Ford Escort RS2000	367
David Tolhurst	Ford Capri GT	364
Russell Ness	Morris Mini Cooper S	338
Peter O'Sullivan	Ford Cortina Mk2 / Mazda Mx5	336
Brent Middlemiss	Mini 1275GT	310
Ross Vaughan	Mazda MX5	264
Bronwynne Leech	Peugeot 205GTi	261

For a full list of up to date results, visit [www.clublotus.org.nz](http://www.clublotus.org.nz)

### Upcoming Events

#### **Round 4** PPG Classic Trials Championship 2015

Sunday 14<sup>th</sup> December, Outsource IT Christmas at the Downs meeting  
Hampton Downs

Round 5 HRC Tasman Revival Meeting - Taupo - 10 / 11 January 2015

Round 6 HRC NZ Festival of Motor Racing - Hampton Downs - 23 / 25 January 2015

Round 7 HRC Tasman Revival Meeting - Pukekohe - 21 February 2015

Round 8 HRC Legends of Speed - Hampton Downs - 28 March 2015 (Geoff Manning Memorial)

Reminder  
Taupo Accommodation is filling fast...

Cheers

**Ross**

Classic Trial Director

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A new Section to our newsletter will be a spotlight on some of the cars owned and competed with by Classic Trials Members. In this article we feature a car driven by Russell Ness

## Morris Mini Cooper S

The previous owner, Wellingtonian Bill Denize, originally sourced Russell Ness' Australian built Morris Mini Cooper S from Australia in 1995. The car came with a trailer load of spares, original paperwork and a file of receipts. Several years after the car was shipped to New Zealand, the motor and body was given refresh.



The car had no rust and the body was totally stripped to a rolling body and repainted in its original colours of Toga White and Burgundy Red. Many parts were powder coated including the sub frames and engine parts. The car was re assembled and set up for classic racing. The original motor was replaced with a 1300 block and built up along similar lines to the way Mini Coopers were raced in New Zealand during the '60s when Bruce McLaren and others brought these cars over from the UK to race here. However, rather than cut the firewall to fit Webers or Dellortos, twin 1½ SUs were imported from the UK and fitted. The S head was given the Lynn Rogers treatment with the motor assembled by well-known (former) Mini 7 racer, Richard Gillies.

Improvements over the years has included being fitted with forged pistons, 1.5 roller rockers, a strengthened bottom end, nitride crank, lightweight flywheel, straight cut gear set and twin pin differential. Phil Deane, well known to the Mini racing fraternity, handled most of this work. The car now has fully adjustable suspension, both front and rear, and everything that has been done has been done in a manner to ensure it can be returned to how it left the factory. Russell has the original front seats which are in excellent order and there is a brand new carpet set (made with the original materials) to go back into the car when the time comes to put it back to road going trim again.







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For the past 14 years, up until Russell purchased the car in mid-2013, it had been raced at Mansfield only, and was a past winner of its class (over a number of years) in the Surgery Intermarque winter series and was a regular competitor in the MG Classic.

During one meeting, the car suffered frontal damage which meant the front end was rebuilt to better than new.

When Russell purchased the car it came with a number of spares including two genuine S engine blocks, a spare racing head, Cooper S wheels, hubcaps, set of road tyres and numerous other spare parts.

In February the car was due to compete in the Ferrari Festival but suffered front and rear damage when a fellow competitor shunted the S in the pits on practice day. There was no damage to the mechanicals or sub frames but the stainless steel, lights and quarter panels had to be replaced. Minibitz of Henderson expertly performed all the restoration work. While the car was off the road, a number of other minor bodywork issues were identified and addressed. Both ends of the car were repainted and it is still totally rust free and very tidy. Since the restoration, it has been back competing regularly in the Classic Trials competition.

The car is registered and warranted for the road and has full Schedule K status through Motorsport New Zealand as a historic race car and has full log book of events that the car has raced at. The car also has its own purpose built trailer. Russell intends to continue using the car as it was intended and apart from fitting track tyres and an alternator (but retaining the original generator and associated accessories) has maintained the car as original as possible.

