



Classic Trials Newsletter

ISSUE 014 December 2014

Director's Report-

Round 4 PPG Classic Trial Championship Outsource IT Christmas at the Downs Sunday 14 December 2014

The 'Christmas' meeting will be remembered as 'The Wet One'! The rain that fell on the days before the meeting continued through Saturday night. It was still falling on Sunday morning. We had 24 drivers entered for the Classic Trial and by the drivers briefing on Sunday morning 'no shows' and withdrawals had reduced this number to 11 hardy souls. The 2K Cup had just over 100 entries and 85 drivers took part!



We welcomed two new drivers:

Trevor Clark, 1990 Toyota MR2,



red, number 44

Rex Fifield, 1974 Ford Escort Mexico Replica, Ermine white, number 111.
Trevor's car has two white stripes and from behind looks a lot like Paul's Mazda.

Rex travelled all the way from Whangarei for a very wet first time out.



Overall it wasn't too bad as the rain, when it fell, was fairly light. The strongish wind made the day more unpleasant. The meeting was delayed 1 hour for safety reasons and then for a further 30 minutes. Any fears of a cancellation went when it was announced that it was all go, albeit with a reduced programme. The meeting was **declared wet** and this meant headlights on for all the time the cars were on the circuit. (Oh and no Slicks... as if!)

Our practice started in light (ish) rain that continued throughout. John McMillan in the most powerful car competing in the trial (Porsche 964) found the 4-wheel drive a huge advantage in the conditions and was able to lap a consistent 1 min 37sec. There were a few slips and slides but no damage.

I felt sorry for Brian King in the Alfriston Jaguar Special as he only had the small classic folding windscreen to keep the elements off him. In fact, the rain made it almost impossible for Brian to see other competitors and he regretfully decided that the safest course was to withdraw from the meeting.



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Trial 1: It wasn't long before we were out again and while we were running under 'wet nominated times'.

The rain at the start soon stopped, and with the wind gave a better surface on the 'race line'.

This resulted in wide variations in the lap times for most drivers and only the winner, Paul Couper, achieved a time of less than 1 second.

Compare this to round 3 on the same circuit where over 70% of the drivers achieved this on the dry track.

Results: Trial 1:

- 1st Paul Couper (Mazda MX5) 0.84sec;
- 2nd John McMillan (Porsche 964) 1.14sec;
- 3rd Neil Moore (Jowett Jupiter) 2.09sec;
- 4th Rex Fifield (Ford Escort Mexico) 3.54sec;
- 5th Murray Park (Toyota Celica GT) 3.56 sec.



Photographer Steve Ritchie has written articles for the Classic Car magazine, the current issue featuring the TACCOC Summer Classic at Hampton Downs in November.

Steve is attending all the motorsport meetings – yes, that was Steve in the rain at various points around the circuit during the waterlogged Outsource IT meeting.

Check his website

www.steveritchiephotography.co.nz if you are looking for a high class photograph of your car.

I don't recall seeing Neil's Jupiter at a wet meeting before as the soft top gave the car an entirely different appearance!

The wind picked up and Andrew and Bronwynne Leech's shelter (that had been Race HQ for the Trialers) took off like Dorothy in the Wizard of Oz!



On the Bright side...I suppose...
Could have been worse Andrew...

Classic Car Magazine Photoshoot

In an upcoming edition of the NZ Classic Car magazine there will be an article featuring the Classic Trial Register. We are hopeful that this exposure will bring the sport of Trialing to the attention of the many CC Magazine readers and ultimately attract more drivers to the Register.





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Trial 2: After a short lunch break we were off on the last Trial of the day. For this meeting we didn't have the pleasure of dropping our worst result – two trials and two to count. The weather had eased and this Trial was to be run under 'Damp Nominated Times' Again the drying track was to be the downfall for most of us as lap times decreased as the Trial concluded. It was better than the first Trial with two drivers managing to break the 1-second barrier.

Results: Trial 2;

- 1st Paul Couper (Mazda MX5) 0.76sec;
- 2nd Neil Moore (Jowett Jupiter) 0.91sec;
- 3rd John Miller (Ford Escort RS2000) 1.07sec;
- 4th Ross Vaughan (Mazda MX5) 1.25sec'
- 5th Bronwynne Leech (Peugeot 205GTi) 1.76sec



Coming soon:

The 2-day meeting at the Taupo circuit on **10th and 11th January 2015.**

This will be a good chance to drive on a different challenging circuit and meet up for dinner at Taupo on Saturday evening.



Westfield Eleven Update



Well.. The Suspension, Chassis and drivetrain are all finished, the cage is welded in and its final assembly time...bit of an issue with steering lock, but the car is basically complete now



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Results: PPG Classic Trial Championship Round 4

- 1st Paul Couper (Mazda MX5) 0.8sec;
- 2nd Neil Moore (Jowett Jupiter) 0.91sec;
- 3rd John McMillan (Porsche 964) 1.87sec;
- 4th Ross Vaughan (Mazda MX5) 1.25sec;
- 5th John Miller (Ford Escort RS2000) 2.51sec.



A second win for Paul Couper left us in no doubt as to who had won Round 4.

With a win in Round 3, Paul, the 2014 Classic Trial Champion, now has two round wins under his belt.



2015 PPG Classic Trial Championship results after 4 rounds

Paul Couper	519	1
John Miller	391	2
Ian Christie	387	3
David Tolhurst	364	4
Peter O'Sullivan	336	5
Brent Middlemiss	334	6
Neil Moore	293	7
Ross Vaughan	288	8
Bronwynne Leech	285	9
Sheridan Broadbent	247	10



Classic Trials Championship 2014/15



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Gulf Oil NZ Festival of Motor Racing – Howden Ganley Festival

Entries for this 3-day motor racing Festival are about to close. To compete in the biggest Classic Motor Racing event in NZ you'll have to get your entry in soon.

Go to the usual site: www.motorsportentry.com



We usually get a number of cars not normally seen entering the Classic Trial for this event. While some of our past regulars are not competing this year below are two of interest:

With Scott Mitchell and Robyn Riding's entries we will now have 3 Porsche entries in the Festival. The Ford marque still leads the entry list with 5 entries.

We also have a 1961 Sunbeam Rapier, entered by Australian enthusiast Stephen Wilkins. Stephen will share the Sunbeam driving with local driver Raymond Sanders.



Dave Lumsden who lives in Wanaka owns the red Porsche 911, featured above. The car is in Auckland having it's final preparations made for the Festival.



Upcoming Events

Round 5 HRC Tasman Revival Meeting - Taupo - 10 / 11 January
Round 6 HRC NZ Festival of Motor Racing - Hampton Downs - 23 / 25 January
Round 7 HRC Tasman Revival Meeting - Pukekohe - 21 February
Round 8 HRC Legends of Speed - Hampton Downs - 28 March (Geoff Manning Memorial)

Cheers

Ross

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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 The Lotus Elan driven by Tim Walton



I was taken for a fast ride in an Elan when I was 15 and from then on wanted one.

In the late 80s an unfinished restoration came up for sale and I bought it.



Though an attempt had been made it was still covered in star cracks and it didn't look too good. It had been owned for about 2 to 3 years each time and I guessed it had been painted before each sale with some times a bite of fiberglass in-between the layers of paint.



I took it all off and about 90 percent of the gel coat, In hindsight it should of been 100 before re glassing. I'm now not bad at fiberglass and bog. I discovered it must have been rolled as the roof was never put back on quite right and as a result the back window never fitted that well, which had disastrous results. At Puke maxed out on the back straight there was a loud pop then bang and to my horror there was the back windscreen floating in the air which seemed like for a very long time before it smashed into a million bits and thank God the car following was not hit or damaged. By the way it is now in tight if you happen to be following me in the future. The front nose had also been smashed off and glued back on and the back was all floppy after the layers of paint and glass had been removed. More than a bit worse than



expected. The engine was in bits and has been a more than a problem as the bits I started with and my initial lack knowledge cost me a lot of time and money. Ken Woodburn of K.W Historics has been very helpful and tolerant over the many years. I now have the Elan to where I want it. It is a bit stiffer than standard but a bit softer than an Elise I think. I find it great fun to drive and it has a real alive feel that just wants to go faster but maybe that's me.

On the down side it is rather high maintenance and I'm never to sure what might go wrong next as every thing is now very old and comes from a time when things were not made too well, but mostly fixable which appeals to a nut like me who likes to have a go and enjoys fixing and making things.

