



# Classic Trials Newsletter

ISSUE 016 February 2015

## Directors Report

Undoubtedly the biggest classic motor racing event in the country, the NZ Festival of Motor Racing at Hampton Downs was also the highlight round of the 2015 PPG Classic Trial Championship. Competing over 3 days with 5 individual trials was going to test both man and beast.

The wonderful spell of dry weather continued throughout the meeting and on the whole most cars flew through to the final trial on Sunday with no problems.

Two notable exceptions were Tim Walton's 50-year-old Lotus Elan that was retired after the Friday morning practice session with cylinder head problems and Peter O'Sullivan's slightly younger Cortina out with a rumbling gearbox! Not a good time for the Lotus twin cam motor as Robin Williams' Escort twin cam also retired after Saturday morning's trial.

We were pleased to welcome 2 new drivers to the Register: Stephen Wilkins from Queensland Australia (Sunbeam Rapier) and David Lumsden from Wanaka (Porsche 911)



With the season now into its 6<sup>th</sup> round the competition was getting to the stage where bad results could be dropped and replaced with lower times. The dry weather ensured that this meeting was going to produce some cracker times. In fact, for the 5 trials we averaged 11 drivers per trial with results of less than 1 second from their nominated times. The closest trial, the first on Saturday, had the first three drivers finishing with results separated by 3 hundredths of a second.



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The race programme, which was the same order for each of the 3 days, had us driving in the final session before lunch and then back for the last race of the day.

While we were last away at the days end, it also meant that we did not have to be ready at first light.

## Friday 23 January

### Results: Trial 1:

- 1<sup>st</sup> = Sheridan Broadbent (Valiant Pacer) and Ken Smith (Ford Escort RS2000) 0.31sec;**  
3<sup>rd</sup> Russell Goodwin (Jensen Healey) 0.38sec;  
4<sup>th</sup> Paul Couper (Mazda MX5) 0.39sec;  
5<sup>th</sup> David Tolhurst (Ford Capri GT) 0.41sec.



## Saturday 24 January

### Results: Trial 2:

- 1<sup>st</sup> Ken Smith (Ford Escort RS2000) 0.21sec;**  
2<sup>nd</sup> Sheridan Broadbent (Valiant Pacer) 0.22sec;  
3<sup>rd</sup> Paul Couper (Mazda MX5) 0.24sec;  
4<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.56sec;  
5<sup>th</sup> Russell Goodwin (Jensen Healey) 0.64sec.



### Results: Trial 3:

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.37sec;**  
2<sup>nd</sup> = Ken Smith (Ford Escort RS2000) and Steve Miller (Ford Escort RS2000) 0.43sec;  
4<sup>th</sup> = Sheridan Broadbent (Valiant Pacer) and David Tolhurst (Ford Capri GT) 0.62sec





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On Sunday morning it was apparent that Round 6 of the PPG Championship could still be anyone's. Ken Smith had a narrow lead over Paul Couper. Sheridan Broadbent, while placed 3<sup>rd</sup> overall at this stage in the big Pacer, was out with a failed water

## Results: Trial 4:

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.47sec;
- 2<sup>nd</sup> Russell Goodwin (Jensen Healey) 0.5sec;
- 3<sup>rd</sup> Brent Middlemiss (Mini 1275GT) 0.53sec;
- 4<sup>th</sup> Russell Ness (Morris Cooper S) 0.58sec;
- 5<sup>th</sup> Ken Smith (Ford Escort RS2000) 0.68sec



Our last trial on Sunday was the final event of a most successful meeting and everyone was in a mad rush to pack up, get to the prize giving at Hamptons and then head off for home. The result of this trial, and the round result, was left in the able hands of Terry Riding while we headed up the hill for the Spirit Awards and the final words of Festival chairman Jim Barclay.

## Results: Trial 5:

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.27sec;
- 2<sup>nd</sup> Russell Goodwin (Jensen Healey) 0.28sec;
- 3<sup>rd</sup> Steve Miller (Ford Escort RS2000) 0.3sec;
- 4<sup>th</sup> David Tolhurst (Ford Capri GT) 0.48sec;
- 5<sup>th</sup> = Brent Middlemiss (Mini 1275GT) and Ross Vaughan (Mazda MX5) 0.51sec.







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Paul Couper, our 2014 CT Champion just got better and better as the weekend rolled on. Russell Goodwin, Steve Miller, David Tolhurst and Brent Middlemiss mounted a late charge, to no avail, in the final trial. Again the magic 3 hundredths of a second separated the first 3 places. However, this was a round with 3 trials counting for the final result and excellent drives in the earlier trials saw Ken Smith and Sheridan Broadbent take out the minor placings.

## 2015 PPG Classic Trial Championship Round 6

- 1<sup>st</sup> Paul Couper (Mazda MX5) 0.29sec;**
- 2<sup>nd</sup> Ken Smith (Ford Escort RS2000) 0.32sec;**
- 3<sup>rd</sup> Sheridan Broadbent (Valiant Pacer) 0.38sec;**
- 4<sup>th</sup> Russell Goodwin (Jensen Healey) 0.39sec;**
- 5<sup>th</sup> Steve Miller (Ford Escort RS2000) 0.49sec;**
- 6<sup>th</sup> David Tolhurst (Ford Capri GT) 0.50sec;**
- 7<sup>th</sup> Ross Vaughan (Mazda MX5) 0.57sec;**
- 8<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.64sec;**
- 9<sup>th</sup> Brent Middlemiss (Mini 1275GT) 0.0.66;**
- 10<sup>th</sup> Ian Christie (MG BGT) 0.68sec**



With 2 rounds to go the points table is starting to get interesting. Paul Couper has increased his lead but those snapping at his heels have some low point rounds with points just asking to be replaced!

**Spirit Award:** This handsome trophy, presented by Hampton Downs, is given to one driver from each race group. It doesn't go to the race winner or the fastest lap, but is awarded to the driver that epitomises the Spirit of their respective group.

The Classic Trial 2015 Spirit award was presented to Peter O'Sullivan. Peter is always there; ready to lend a hand, offer advice, and get stuck in if your car is on the blink. Well done Peter!



Thanks to Hoppy for bringing his campervan into our pit area. For the weekend it became a changing room, race headquarters, Terry's result and printing room, and a coffee shop. On Sunday I even found Andrew Leech sound asleep on one of the beds!

Thanks also to Brent Middlemiss and Ian Christie for sharing their shelters – a godsend in the hot weather we had over the weekend.

**Festival Photographs:** Steve Richie was again at HD and has great shots for those that would like a lasting memento. Visit his website: Steve Ritchie  
Steve Ritchie Photography

**Get your entry in now ( [www.motorsportentry.com](http://www.motorsportentry.com) )**

The last rounds of the Championship always make big changes as lower times from earlier rounds can be replaced with better results.

We only get to drive on the Pukekohe track twice in the season so make this one a must. See you at our usual meeting place inside the circuit under the GT Radials overbridge.

The practice and 3 trials will all be held on the Saturday. Although this Tasman Revival meeting is a 2-day affair all our drives will be on the Saturday.

Our final Round in the PPG Classic Trial Championship will be the Legend of Speed meeting at Hampton Downs on Saturday 28 March 2015. Again all of the trials will be on the 1 day.

**Motorsport Flags:** There was an incident at Hampton Downs over the Festival and it is timely to remind us of the importance of Flags and Flag Marshals.

Flag signals keep us in touch with the world outside our cockpits. Become familiar with the flag points and be especially aware of the main control point at the start/finish line. This elevated position is the chief control point for the circuit.

Look ahead as you approach the start/finish line as a glance as you pass may not be enough to catch an important message. Watch out for any of the black coloured flags (black, black and white triangulated, black and orange), as these will always have a car number held below them. If the number is your car number, you must act appropriately according to the nature of the flag.

Of note, its not just a once a lap glance at the control tower... every flag around the track is equally important.

These flags are serious business and must be acted upon immediately. Look carefully for your number if you see a flag ahead. Terry Riding, a senior Motorsport Steward, has reviewed the flags at the end of this newsletter

#### Upcoming Events:

Round 7	HRC Tasman Revival Meeting - Pukekohe - 21 February 2015
Round 8	HRC Legends of Speed - Hampton Downs - 28 March 2015 (Geoff Manning Memorial)
	Winter Championship -



Seriously boys.....put... The .... Fire...Extinguishers... Down!  
( youre not wearing your High Vis!)

Cheers

**Ross**

Classic Trial Director

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Classic Trials Championship

Black white chequered flag:



**Means;**  
**At all times:** End of Race or Finish. End of practice.

Yellow/Red Flag:



**Means;**  
**At all times:** Displayed **single** waved to warn of debris or deterioration of adhesion that is imminent.

Displayed **double** waved to warn that serious debris or deterioration of adhesion that is imminent.

Green Flag:



**Means;**  
**At all times:** Displayed waved to signal the all clear at the end of the danger area marked by yellow flag(s).

Rain Lights Board:



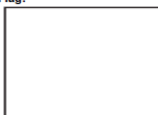
When displayed it signifies that the rain lights must be illuminated.

Yellow Flag:



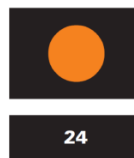
**Means;**  
**At all times:**  
**Single Waved:** Reduce speed. Do not overtake. There is a hazard on or in close proximity to the circuit.  
**Double Waved:** Reduce speed. Do not overtake. Be prepared to stop. There is a major hazard on or in close proximity to the circuit.

White Flag:



**Means;**  
Waved to warn you are catching a much slower vehicle that may seriously obstruct you.

Black / Orange flag \*:



**Means;**  
**At all times:** A warning of apparent mechanical failure, or of a fire (which might not be obvious to you), or failure to have rain light illuminated. You must call in at your pit on the next lap.

Black / White flag \*:



Shown with this board.  
**Time Penalty**  
**24**

OR  
Shown with this board.  
**24**

**Means;**  
**During the Race:** Signifies to the competitor that a judge of fact time penalty has been applied. Does not necessitate return to the pits or that a Drive Through penalty has been imposed in this instance.  
**Means;**  
**During the Race:** A warning that your driving behaviour (unsportsmanlike) has been reported to the Clerk of the Course any further reports will result in a Black flag.

Black Flag \*:



Shown with this board.  
**Drive Through**  
**Penalty**  
**24**

OR  
Shown with this board.  
**24**

**Means;**  
**During the Race:** Within one(1) lap, proceed to drive through the pit lane without breach of the maximum speed limit and without stopping at your pit.  
**Means;**  
**During the Race:** You must stop at your pit within one(1) lap of receiving the signal and report to the Clerk of the Course who has additional powers up to exclusion to apply if necessary.

Red flag:



**Means;**  
**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.

Blue Flag:



**Means;**  
**During Practice:** Waved to signal a faster vehicle is catching and may overtake you.

→ **During the Race:** Waved to signal another vehicle is about to lap you. Let the other vehicle through, failure to do so may invoke a penalty.