



Classic Trials Championship 2014/15



# Classic Trials Newsletter

ISSUE 017 March 2015

## Director's Report-

We arrived at Pukekohe with a dodgy weather forecast and a strong hope that the rain would hold off. It was good to be back at the old hunting ground again.

Chris Watson shocked us at the driver's briefing when he told us that the circuit hire charge to the Franklin Racing Club owners had risen from \$11,000 to \$23,000 for the weekend meeting. Even more than MP salary increases! Expect future entry fees to be in the region of \$300. Still, this is a fraction of the cost for similar events in the UK!



Three trials and a practice over one day ensured that there would not be a lot of sitting around. Other racing groups were also interested in this accommodation/time saving feature and this may lead to changes in the future.

2015 Angle Grinder Award Goes to:



The meeting ended before it started for Mike McCowan when a sharp edge on his trailer ramp sliced through the sidewall of the back left R888. A quick exit to find a replacement proved unsuccessful. Mike ended up with 4 new tyres for the trip South. (ED: Err... Cup half full Ross?)



Practice saw some exciting moments at the hairpin when Sheridan's Valiant left some radiator fluid at just the right point! I never realised how slippery ethylene glycol was! (ED: Well.. to be fair, Glycol mixed with Oil.. proudly supplied by multiple members of Team Orange)



And it was good to see Syd back driving in the white Porsche 944.

As it turned out, although times were recorded for Dry/Damp/Wet, only dry times were needed.



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Trial 1 produced the best result of the day with over half the field lapping within 1 second of their nominated time. Robyn Riding won with a great 0.40second result. Tim Sparks' (Ford Escort Mexico) day ended after 5 laps when he retired with electrical problems.

## Result: Trial 1:

- 1<sup>st</sup> Robyn Riding (Porsche 924) 0.40sec;
- 2<sup>nd</sup> Ross Vaughan (Mazda MX5) 0.45sec;
- 3<sup>rd</sup> Peter O'Sullivan (Ford Cortina Mk2) 0.50sec;
- 4<sup>th</sup> Ian Christie (MG BGT) 0.52sec;
- 5<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.59sec.



After lunch, Brent Middlemiss tore the field apart with by far the best average of the day. (0.24 second)

## Result: Trial 2:

- 1<sup>st</sup> Brent Middlemiss (Mini 1275GT) 0.24sec;
- 2<sup>nd</sup> Peter O'Sullivan (Ford Cortina mk2) 0.56sec;
- 3<sup>rd</sup> Allan Horner (Austin Healey Sprite) 0.58sec;
- 4<sup>th</sup> Ross Vaughan (Mazda MX5) 0.060sec;
- 5<sup>th</sup> Bronwynne Leech (Peugeot 205 GTi) 0.73sec



Again the last trial would prove to be the Round decider with a number of drivers in contention.

## Result: Trial 3;

- 1<sup>st</sup> = Peter O'Sullivan and Ross Vaughan (Cortina & MX5) 0.40sec;
- 3<sup>rd</sup> David Tolhurst (Ford Capri GT) 0.72sec;
- 4<sup>th</sup> (Brent Middlemiss (Mini 1275GT) 0.82sec;
- 5<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.94sec.



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Peter O'Sullivan (Cortina Mk2) and Ross Vaughan (Mazda MX5) dead heated with a margin back to third. A count back of the two earlier trials gave Ross the round by 2 hundredths of a second from Peter

## PPG Classic Trial Championship Round 7

- 1<sup>st</sup> Ross Vaughan (Mazda MX5) 0.43sec;**
- 2<sup>nd</sup> Peter O'Sullivan (Ford Cortina Mk 2) 0.45sec;**
- 3<sup>rd</sup> Brent Middlemiss (Mini 1275GT) 0.49sec;**
- 4<sup>th</sup> Allan Horner (Austin Healey Sprite) 0.59sec;**
- 5<sup>th</sup> = Robby Riding (Porsche 924) and Ian Christie (MG BGT) 0.68sec.**



With one round to go we now enter the time when the 2015 PPG Classic Trial Champion will be found. The top 9 drivers are in with a chance, as a good result in the final round will up their points. (The best 4 results counting)

Unfortunately, my late run hopes of a Championship win were dashed as I will be attending a conference in Brisbane over that weekend.



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## PPG Classic Trial Championship Overall Points

Placing	Driver	Car	Year	Points
1	PAUL COUPER	MAZDA MX5	1989	610
2	BRENT MIDDLEMISS	MINI 1275GT	1980	597
3	PETER O'SULLIVAN	CORTINA Mk2 / MAZDA MX5	68 / 90	595
4	ROSS VAUGHAN	MAZDA MX5	1991	578
5	DAVID TOLHURST	FORD CAPRI GT	1975	575
6	KEN SMITH	FORD ESCORT RS2000	1972	574
7	IAN CHRISTIE	MG BGT	1973	548
8	SHERIDAN BROADBENT	VALIANT PACER / CORTINA Mk2	72 / 68	516
9	JOHN MILLER	FORD ESCORT RS2000	1974	487
10	BROWYNNE LEECH	PEUGEOT 208GTi	1988	478
11	RUSSELL NESS	MINI COOPER S	1967	466
12	ROBYN RIDING	PORSCHE 924	1981	452
13	ALLAN HORNER	AUSTIN HEALEY SPRITE	1963	431
14	NEIL MOORE	JOWETT JUPITER	1951	404
15	MIKE McCOWAN	MG BGT V8	1977	306
16	HELEN O'SULLIVAN	MAZDA MX5	1990	287
17	SYD DAVIS	PORSCHE 944	1989	268
18	SCOTT MITCHELL	PORSCHE 964	1992	257
19	REX FIFIELD	FORD ESCORT MEXICO REPLICA	1974	228
20	TIM SPARKES	FORD ESCORT MK2	1972	212

### Next Round:

HRC Legends of Speed meeting at Hampton Downs

Saturday 28 March 2015

This is the final round of the 2015 season so don't miss out on your last chance of glory! The Legends meeting is one of the highlights of our Classic Trial calendar: the winner of the 2<sup>nd</sup> Trial of the day will be awarded the Geoff Manning Trophy. Geoff's wife Barbara will present the trophy. There is also the HRC Spirit award and the Round award up for grabs. By the end of the day we will know the winner of the 2015 PPG Classic Trial Championship.





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## South Island Track Tour.

Best wishes from the Register to those lucky sods that have now left for their grand Tour of the South Island tracks.

Those going are: Ian Christie (MG BGT), Ken Smith (Ford Escort RS2000), Brian King (Alfriston Jaguar Special), Mike McCowan (MG BGT V8), Sheridan Broadbent and Peter O'Sullivan (Ford Cortina Mk2), John and Steve Miller (Ford Escort RS2000), Steve Moon (Morris Marina Coupe), Graham Hallen (Toyota MR2), Rogan Hampson (Ohlsen Cobra), Roger Williams (Ford Escort TC), and Murray Ralls (MG Midget) plus of course their support crews!

The group will be driving at Teretonga, Highland park, The Levels (Timaru), and Ruapuna (Christchurch). Most plan to be back in town for the Hampton Downs on 28 March.



## NZ Classic Car Magazine Issue 215 March 2015

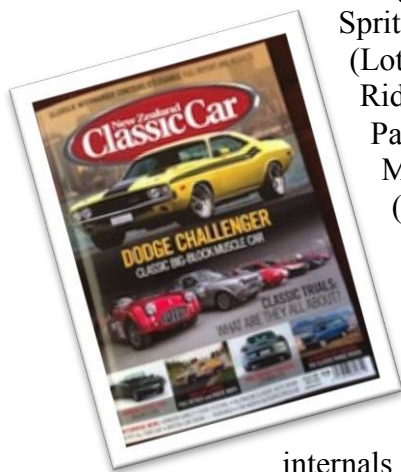
Thanks to Allan Walton, editor NZCC, for the excellent 10 page feature on the Classic Trial Register. If you are not a subscriber, this is one copy to buy and file away. We are hopeful that this article will attract more drivers to our sport.

Thanks also to the following drivers that made their cars available: Allan Horner (1963 Austin Healey

Sprite), John McGregor (Lotus 11 replica), Robby Riding (1981 Porsche 924), Paul Couper (1989 Mazda MX5), Hoppy Hopkins (1957 Triumph TR3), and John Miller (1974 Ford Escort RS2000)

Hoppy made a special effort as his car was pushed into place minus most of it's

internals as it undergoes a major diff rebuild



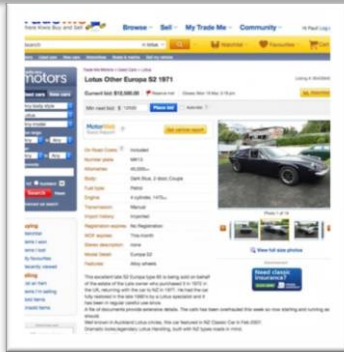


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## Found on Trademe.... Lotus Other Europa S2 1971

It's a one owner car from deceased estate (Club Lotus member) that is in excellent condition, low mileage and going for a song. Listing number: 85405801. Tony Herbert (Register member) is selling it on the family's behalf. Would make a great car for someone. There are also collections of motoring books that can be found under the same sellers listing (elanz)

### Coming events:

28 March 2015 Legends of Speed Hampton Downs

### Westfield Eleven Update....

Well, Fundamentally finished, except for the usual new build dramas...Oil leaks- Carbs leaking...ahh Crossflows!!!

And yes.. Humble pie- those who said that battery was too small- yep- you were right!

Alignment done , and only one way to know how it will handle huh? Note to colleagues... perhaps give me a WIDE berth through the sweeper for a bit eh?

*Paul*



Cheers

**Ross**

Classic Trial Director

*Ross Vaughan - Classic Trial Director,*

*Event Manager. 09 292-4070, [Ross.vaughan@clear.net.nz](mailto:Ross.vaughan@clear.net.nz)*

*David Tolhurst - Event Manager. 09-420-3301*

*Syd Davis – Event Manager. 07-843-7504*

*John Miller – Event Manager. 09-630-3295*

*Maria Sutherland - Memberships*

*Rex Oddy – Web Site 021-758-851 or 09-479-3105*

*Paul Couper- Newsletter Editor- [paul.couper@icloud.com](mailto:paul.couper@icloud.com)*

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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. This Article features the Mk 1 Ford Escort of John Miller



Mark 1 Escort RS 2000 Replica 1974 Build. Finished Paint: Silver.

After Steve had run a Mini Clubman in the Classic Trial for about 3 years we decided to purchase a Ford Escort. After looking for some time we found a 1974 Mark 1 Replica RS2000 road car. This had originally been assembled by Ford Australia and came to New Zealand in October 1983. Prior to our ownership, there appear to have been four New Zealand owners. The car had mainly been in the South Island and was repainted in Christchurch in 2003.

After purchase, we had a roll cage fabricated and installed, fitted five point racing harnesses, and established a Motorsport NZ Logbook and Road Use Authority Card for the car. When the roll cage was fitted, we retained the rear seating and interior trim.

Steve switched from the Mini and started driving the Escort in late 2008.

The next change we made was to replace the original 2 litre engine with a Bruce Manon built Ford Pinto which had been intended for Mike Sexton's Escort (the red and gold Alan Mann replica). This is a 2.1 litre Ford single overhead camshaft engine, that has a Lynn Rogers specially ported cylinder head with large valves and roller rockers. It is fitted with Webber twin side-draught 45 Carburettors. It originally had a Sierra distributor fitted. Over time this developed some engine mis-fire problems, and was replaced with a Hi-Tech Motorsport special electronic ignition system. For improved cooling we fitted a Cortina radiator with electric fan. The engine is fitted with balanced 4-into-1 stainless steel headers which have been quite a talking point. Originally made for Mike Sexton, they run into a 3" bore exhaust and main muffler located under the car.



The engine develops 178PS at 7450 RPM with a maximum torque of 135 lbs ft at 6300 RPM. ( measured on Hi-Tech Motorsport Dyno)



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The car has a hydraulic clutch and a standard Ford Sierra 5-Speed Gearbox. The rear end is a Ford English axle from a Mk 2 Escort Sport and this has been fitted with a Tranx limited slip differential. The suspension in the car is relatively standard with leaf spring suspension at rear, the front end being a standard cross member and suspension with height adjustable coil over spring struts with Bilstein shocks. The braking system has front discs using 9.5" Dia ventilated rotors with Willwood 4 Pot Calipers. Rear has standard Ford drum brakes.

Our intent has been to keep the car as a period Escort. We have kept the wheel diameter standard at 13" and normally run 13" x 6"

The shell is relatively sound with minimal rust showing, but is currently in need of a repaint and a new colour is as yet undecided. A non-period item fitted when we purchased the car is the Carbon Fibre Bumpers front and rear. To date we have left these in place.



After completing his Automotive Technicians apprenticeship Steve decided to commence a part time Unitec course working towards a Diploma in Business. Over the last couple of years he has been busy with these studies (a 3 year course). This has curtailed his motorsport activities, but has allowed me the opportunity to drive the car in the Classic Trial, which has really been a lot of fun, the biggest problem being that I don't pedal the Escort as fast as I should.

John Miller

