



Classic Trials Championship 2015/16



Classic Trials Newsletter

ISSUE 023 November 2015

2016 PPG Classic Trial Championship

Round 3: TACCOC Summer Classic Hampton Down Raceway 1 November 2015

Lovely sunny weather prevailed for Round 3 of the PPG Classic Trial Championships at Hampton Downs. The rugby World Cup Final, held earlier in the morning, resulted in a few late arrivals! However everyone was on time for the drivers briefing.

We welcomed one new driver to the Register, Matt Brown driving the Michael Sexton 1996 BMW M3. Mike Sexton and Ricky Cooper competed in this car in Targa events every year from 2007 to 2013. Also back competing in Trials was John Dennehy in his 1987 Aston Martin V8 Vantage Zagato. Needless to say, with a 300+km/hour top speed it was very difficult for John to lap the car above the Speed Bar! The Zagato will be our featured car for this Newsletter.



Brian King's Alfriston Jaguar Special has now been fitted with a roll bar. While it is not yet mandatory, any driver with an open top car needs to think very seriously about fitting rollover protection. Allan Horner's 2 wheel cornering technique last season convinced him to have one fitted for the 2016 series. See Register member Ray Chubb if you are considering one.



Practice ended with a red flag when Terry Burgess kissed the concrete at turn 1 and left the Mini in a compromising position! Fortunately, the forward facing twin Webbers remained intact and after a judicious bandaging and an ok from the scrutineer, the blue Mini completed all three Trials. (in only his second meeting, Terry achieved a 4th place in the final Trial)





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Trial 1: The first event proved to be the most closely contested Trial of the day with 13 of the drivers (72%) recording lap averages of below 1 second from their nominated time. Graham Park (Toyota Celica GT) was a clear winner with the best recorded average of the day.

The CT Director, running his new car (Alfa Gtv TS) in its first Trial, managed 4 laps before the engine died at turn 3 ending his first sortie on the track! He chose Frank Dennison's favourite spot to park up and sure enough Frank joined him for a picnic on the following lap!



Results: Trial 1:

1 st	Graham Park	Toyota Celica GT	0.22 sec
2 nd	Bronwynne Leech	Peugeot 205GTi	0.28 sec
3 rd	Sheridan Broadbent	Valiant Pacer	0.32 sec
4 th =	Ken Smith	Ford Escort RS2000	0.36 sec
4 th =	Peter O'Sullivan	Mazda MX5	0.36 sec

Current Champion Paul Couper's new Westfield Eleven Began the day with a very "interesting" moment across the start line on Lap 2, when his rear bodywork came slightly adrift, becoming a very effective Air brake... Sheridan had a grandstand view – up very close!

Thanks to a speedy pit stop repair by Andrew, he rejoined a lap down. Finishing the day in the new car without pieces of engine decorating the track (again) was the plan- so Mission accomplished.





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Trial 2: After lunch we were soon called for our next event. For some reason all the times were a fraction slower for this Trial. With the exception of Bronwynne Leech, there was a new set of place getters for this Trial. Murray Ralls in the 'Wee MG' was the clear winner.

Results: Trial 2:

1 st	Murray Ralls	MG Midget	0.35sec
2 nd	Brent Middlemiss	Mini 1275GT	0.56 sec
3 rd	Peter O'Sullivan	Mazda MX5	0.58 sec
4 th	Bronwynne Leech	Peugeot 205GTi	0.62 sec
5 th	Allan Horner	Austin Healey Sprite	0.86sec



Trial 3: With an even spread of times across the field, Trial 3 would again be the one to decide the Round 3 winner. Bronwynne, with two placings looked like the one to beat. And so it was, the pink 205 Pug storming home well ahead of Graeme and Brent.



Results: Trial 3:

1 st	Bronwynne Leech	Peugeot 205GTi	0.29 sec
2 nd	Graeme Park	Toyota Celica GT	0.47 sec
3 rd	Brent Middlemiss	Mini 1275GT	0.49 sec
4 th =	Terry Burgess	Leyland Mini	0.69 sec
4 th =	Allan Horner	Austin Healey Sprite	0.69 sec

Overall results: With a time in the final Trial that mirrored her result in the first Trial, Bronwynne was the clear winner of the third Round of the Championship. Graeme Park took a well-deserved second place in the Celica with Peter, Brent and Neil taking the minor places.

2016 PPG Classic Trial Championship Round 3

1 st	Bronwynne Leech	Peugeot 205GTi	0.29 sec
2 nd	Graeme Park	Toyota Celica GT	0.35 sec
3 rd	Peter O'Sullivan	Mazda MX5	0.47 sec
4 th =	Brent Middlemiss	Mini 1275GT	0.53 sec
4 th =	Neil Moore	Jowett Jupiter	0.53 sec





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2016 PPG Classic Trial Championship

After 3 of our 8 Championship rounds the leading contender in the 2016 Classic Trial Championship proves that to take the lead in Classic Trials you don't need to drive the fastest most modern car permitted under the regulations. No semi-slick tyres here, just the oldest car in the field driven to perfection in the tradition of Le Mans*! (Circa 1950) Congratulations to **Neil Moore who, with his 64 year old Jowett Jupiter**, is the current Championship leader.

*Le Mans 24-hour International sports car race

1950 class win (Standard Jupiter Mk1) - Tom Wisdom, Tommy Wise

1951 class win (Standard Jupiter Mk1) - Marcel Becquart, Gordon Wilkins

1952 class win (R1 Jupiter) - Marcel Becquart, Gordon Wilkins

2016 PPG Classic Trial Championship: Overall leaders (after 3 Rounds)

1 st	Neil Moore	Jowett Jupiter	346 points
2 nd	Paul Couper	MX5 / Westfield 11	328 points
3 rd	Bronwynne Leech	Peugeot 205GTi	325 points
4 th	Ken Smith	Ford Escort RS2000	320 points
5 th	Peter O'Sullivan	Ford Cortina / MX5	267 points
6 th	Syd Davis	Porsche 944	262 points
7 th	Sheridan Broadbent	Valiant Pacer	260 points
8 th	Russell Sykes	MG BGT	256 points
9 th	Allan Horner	Austin Healey Sprite	226 points
10 th	Graeme Park	Toyota Celica GT	189 points



The best 4 Rounds count towards the final Championship points tally. Five of the drivers above have only competed in 2 Rounds to date.



Classic Trial Register subscription:

There is a one off fee of \$20 per driver each season to cover some of the costs in the running of the series.

This can now be paid either directly to David Tolhurst on race days or into the Registers BNZ account 02 0200 0029158 00. Make sure you put your name in the reference box.



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Porsche Festival:

Entries are now open for the NZ Federation of Motor Racing Porsche Festival. This three-day event, this year featuring Porsche, is the meeting to attend with over 20,000 spectators and a truly International field of cars racing. Entrants receive 4 tickets that can be used over the two 3-day weekends. Our sponsor PPG has bought the naming rights for the Classic trial on the second weekend.



What's coming up:

4 December	Club Lotus track evening at Hampton Downs 4pm		
Round 4	13 December 2015	OutSource IT Christmas at the Downs	
Round 5	9 January 2016	HRC Tasman Revival	Taupo
Round 6	22-24 January 2016	NZFMR Porsche Festival	Hampton Downs
Round 7	20 February 2016	HRC Tasman Revival	Pukekohe
Round 8	2 April 2016	HRC Legends of Speed	Hampton Downs

Club Lotus/Classic Trial Magazine:

Check out the latest issue of EDITION featuring an interview with Kiwi legend Jim Palmer, a 50 year review of Team Lotus's greatest year, a review of the NZ Lotus 69's and the completion of Allan Horner's trip to the Indy 500, plus, plus



Log Book Holders:

Peter is making very smart Log Book holders. The first range has sold out.

The option now is a standard holder, with a clear pocket on the cover for the insertion of a photograph of the car. Contact Peter at his email address or mobile if interested

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John Dennehy's 1986 Aston Martin V8 Vantage Zagato D722 JJD

History

In 1985 Aston Martin renewed their previously successful relationship with the Italian design house, Zagato of Milan, to build 50 sports coupes, to be called the "Aston Martin V8 Vantage Zagato". The first car was completed in 1986 and released at the Geneva Motor Show of that year. The engine was a development of Aston Martin's "X Pack", 5.3 litre, quad cam V8, producing 440bhp. All fifty cars were pre sold, the proceeds providing a much needed cash injection for Aston Martin.

For a brief period, the V8 Zagato was the fastest passenger car in the world when Roy Salvadori achieved 186mph on a French Autoroute in the first chassis, and a 0-60mph time of 4.8 seconds.



D722 JJD (the car is registered with this number plate both here and in the UK)

This car is chassis no 5 of the 50 and one of only two that have been prepared for racing, the other being Rowan Atkinson's, both cars competing in the Aston Martin Championship and the Heritage GT Series in the UK, Ireland and Europe. D722JJD won the V8 (Road Modified) class of the Aston Championship in 1999, and was runner up in 2000. It also had numerous class wins at amongst others, Spa, Mondello, Brands Hatch, Croft, Oulton Park and Donington. Other than, safety, cooling, brake and suspension upgrades, it is in original road specification, mechanically and cosmetically.

In 1989 D722 JJD set a then world record price for an Aston Martin road car at a Monaco car auction.



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Rebuild

After a considerable race and road history as a "V8 Zagato Lightweight", the car was subject to a ground up restoration and rebuild by Auto Restorations of Christchurch, completed in February 2013. The original doors and body panels were refitted to the car, as were the air conditioning and other essential road compliance fitments. The car today is road and Motorsport NZ compliant and weighs over 300 kilos more than when raced in Europe.

Specifications:

RS Williams/Aston Martin 7 litre V8, maximum 525bhp @ 4200rpm and 500 ft lbs of torque

Alpha Weber Injection

Race brakes and suspension

Weight: 1.8+ tonnes

Gearbox and drivetrain as per standard car.



The driver

John started his classic and historic racing career after encouragement from Peter Gethin, the late ex McLaren F1 driver and Tasman champion. His first drives were in one of only a handful of race prepared Aston Martin DB5s, in the Aston Championship, the Thoroughbred Series, Heritage GT and Intermarque. By 1997, he had acquired three ex Le Mans Group C cars, and to this day remains the only person to have won a race in a Group C Aston Martin (the 1983 Le Mans Nimrod) He now runs one of two Aston V8 Zagatos that have been race prepared out of a total of only 51 cars made. John also owns and races the ex Halliday/Woolf/Harcourt "New Zealand Freightways" BDA Escort.



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PPG V8 Supercar Drivers Evening.

On Thursday 5th November PPG organised a V8 Supercar Drivers Evening at their facility in Mt Wellington.

PPG support a number of the V8 Supercar teams including; DJR Team Penske, Erebus Motorsport, Brad Jones Racing, and Prodrive Racing Australia.

This was a great chance for PPG customers and distributors to meet some of the V8 Drivers, get autographed posters, hear of their experiences in motorsport, and get their thoughts on the upcoming ITM meeting (held at Pukekohe over the weekend of 7 – 8 th November). There was also a competition to be the fastest driver around the Pukekohe circuit in a simulator.

As part of the evening we were invited to include one of the PPG Classic Trial Cars.

Sheridan and Peter displayed their Valiant Pacer and it was placed very prominently at the entrance. This was great display point and the Valiant certainly gathered lots of favorable comments from those arriving.

The event was very well organised with about 160 people attending. All attendees were very enthusiastic and enjoyed the evening - particularly when Fabian Coulthard was speaking.



Cheers

Ross

Classic Trial Director

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