



Classic Trials Championship 2015/16



# Classic Trials Newsletter

ISSUE 024 DECEMBER 2015

## Classic Trials Directors Report:

Round 4 of the PPG Classic Trial Championship, the OutSource IT Christmas at the Downs meeting was held at Hampton Downs Motorsport Park on 13 December.

The wet trip to the circuit turned into a fine day once we had all arrived. Nevertheless, our practice was on a wet but drying track



(Spoiler alert below):

As the year draws to a close, we are half way through the season and Neil Moore has extended his Championship lead to 50 points over Bronwynne Leech. In the New Year we reach the interesting part of the Championship as worst performances can be dropped and the best 4 results counted. Some drivers have only 3 results to date so Neil can expect to find the hounds snapping at his heels!

For this round we welcomed a new driver to Classic Trialing: Melissa Broadbent, related to the famous Broadbent/O'Sullivan Racing Clan, who drives a snappy Honda S2000. The Honda S2000 sports car has just recently become eligible for Classic Trials. The Honda, along with the Mazda MX5, is one of the few cars made (in recent years) that has a 4-wheel fully adjustable suspension set-up.



There was an unfortunate incident in practice when two cars touched during an overtaking manoeuvre on a tight bend. All drivers must take extra caution on a wet track, and in Classic Trials there is no place for risky overtaking at anytime. We are driving against the clock for a regular lap time and the cut and thrust of regular racing is not on our agenda.

See the End of the newsletter  
For Driving conduct review

Although the practice times were recorded on a wet to drying track, the three Trials were all run on a dry surface.

In the first trial Brent Middlemiss was a clear winner with Russell Sykes and Alan Horner sharing second place.



## Results: Trial 1

<b>1<sup>st</sup></b>	<b>Brent Middlemiss</b>	<b>Mini 1275GT</b>	<b>0.32 sec</b>
2 <sup>nd</sup> =	Russell Sykes	MG BGT	0.44 sec
2 <sup>nd</sup> =	Alan Horner	Austin Healey Sprite	0.44 sec
4 <sup>th</sup>	Bronwynne Leech	Peugeot 205GTi	0.64 sec
5 <sup>th</sup> =	Neil Moore	Jowett Jupiter	0.77 sec
5 <sup>th</sup> =	Sheridan Broadbent	Valiant Pacer	0.77 sec



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After lunch, current Championship leader Neil Moore took the trusty Jowett Jupiter home with by far the best time of the day: 0.2 second lap variance! Robby Riding, back in the 924 after a major engine rebuild, recorded the second best performance of the day. (along with Brent from Trial 1)

## Results: Trial 2

1 <sup>st</sup>	Neil Moore	Jowett Jupiter	0.20 sec
2 <sup>nd</sup>	Robby Riding	Porsche 924	0.32 sec
3 <sup>rd</sup>	Brent Middlemiss	Mini 1275GT	0.42 sec
4 <sup>th</sup>	Brian King	Alfriston Jaguar	0.46 sec
5 <sup>th</sup> =	Peter O'Sullivan	Mazda MX5	0.53 sec
5 <sup>th</sup> =	Russell Ness	Mini Cooper S	0.53 sec



Brian King, in the magnificent Alfriston Jaguar Special, took the last trial of the day, just ahead of Brent Middlemiss. Helen O'Sullivan achieved a milestone with her 3<sup>rd</sup> placing in the final run. Well done Helen, we expect lots of placings in the future. I just love watching that little red MX5 go round and round so reliably! The red Alfa will be running at Taupo (but it will be travelling there on a trailer!)

## Results: Trial 3

1 <sup>st</sup>	Brian King	Alfriston Jaguar	0.60 sec
2 <sup>nd</sup>	Brent Middlemiss	Mini 1275GT	0.62 sec
3 <sup>rd</sup>	Helen O'Sullivan	Mazda MX5	0.77 sec
4 <sup>th</sup>	Neil Moore	Jowett Jupiter	0.78 sec
5 <sup>th</sup>	Ian Christie	MG BGT	0.80 sec





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So to the round overall results, and some impressive times. A hearty congratulations to Brent Middlemiss who took the overall result with a 0.37 Second variance.

## 2016 PPG Classic Trial Championship

### Round 4: Outsource IT Christmas at the Downs

1 <sup>st</sup>	<b>Brent Middlemiss</b>	<b>Mini 1275GT</b>	<b>0.37 sec</b>
2 <sup>nd</sup>	<b>Neil Moore</b>	<b>Jowett Jupiter</b>	<b>0.49 sec</b>
3 <sup>rd</sup>	<b>Brian King</b>	<b>Alfriston Jaguar</b>	<b>0.53 sec</b>
4 <sup>th</sup> =	Russell Sykes	MG BGT	0.66 sec
4 <sup>th</sup> =	Allan Horner	Austin Healey Sprite	0.66 sec
6 <sup>th</sup>	Helen O'Sullivan	Mazda MX5	0.72 sec
7 <sup>th</sup>	Robby Riding	Porsche 924	0.73 sec
8 <sup>th</sup>	Bronwynne Leech	Peugeot 205GTi	0.78 sec
9 <sup>th</sup> =	Sheridan Broadbent	Valiant Pacer	0.80 sec
9 <sup>th</sup> =	Ian Christie	MG BGT	0.80 sec



4<sup>th</sup> Equal with 0.66 Seconds Russell Sykes and Allan Horner



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## 2016 PPG Classic Trial Championship

### Overall placings after 4 rounds

1 <sup>st</sup>	Neil Moore	Jowett Jupiter	497 points
2 <sup>nd</sup>	Bronwynne Leech	Peugeot 205GTi	447 points
3 <sup>rd</sup>	Paul Couper	Westfield 11	396 points
4 <sup>th</sup>	Russell Sykes	MG BGT	390 points*
5 <sup>th</sup>	Peter O'Sullivan	Cortina Mk2	382 points*
6 <sup>th</sup>	Sheridan Broadbent	Valiant Pacer	380 points*
7 <sup>th</sup>	Alan Horner	Austin Healey Sprite	360 points*
8 <sup>th</sup>	Brent Middlemiss	Mini 1275GT	334 points*
9 <sup>th</sup>	Ken Smith	Escort RS2000	320 points*
10 <sup>th</sup>	Helen O'Sullivan	Mazda MX5	275 points*



From now on the score sheet will change dramatically with each round. As the 4 best results count towards Championship standings, Rounds with better times will bring in more points. Those drivers with only 3 completed rounds to date (denoted by the \* above) will experience a big leap forward when they next compete.

## **Porsche Festival - Hampton Downs 22<sup>nd</sup> – 24<sup>th</sup> January 2016**

Earl Bamber and Brendan Hartley will now be driving Factory racecars and rare Porsche cars from overseas, never seen in NZ, will be present. These include models 956, 935, GT1, and 917 variants.

If you want your name in the souvenir programme for this prestigious event get your entry in now. This is the round NOT to miss. You get practice and 5 trials over 3 days with huge crowds of spectators. Go to

[www.motorsportentry.com](http://www.motorsportentry.com)

With your entry you receive four 6-day passes for entry to both weekends. To buy these the cost would be 4X\$95=\$380. Great to share with family and friends.





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## Bruce McLaren Motorsport Park Taupo 9<sup>th</sup> January 2016

### PPG Classic Trial Championship Round 5

This is a great one day event and the only time we visit the **renamed** iconic Taupo circuit. Come for the day or stay overnight. We all get together for dinner on Saturday evening. It's not too late to enter



### What's coming up:

Round 5	9 January 2016	HRC Tasman Revival	Taupo
Round 6	22-24 January 2016	Porsche Festival	Hampton Downs
Round 7	20 February 2016	HRC Tasman Revival	Pukekohe
Round 8	2 April 2016	HRC Legends of Speed	Hampton Downs

Have a very merry Xmas, and as always, may Santa be very generous to you all

Cheers

**Ross**

Classic Trial Director

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## Code of Driving Conduct

A timely reminder about Driving standards and conduct, brought into sharp focus by the unwelcome sight of a very unhappy CRO heading towards the classic trials pits recently....

Attention needs to be drawn to a couple of very important rules, both in the classic trials register rules, and the over arching body which we are running under. – Motorsport New Zealand

The Classic trials committee would urge all drivers to read both the rules of classic trials and the Motorsport manual – which you will all have a copy of.

For the class to thrive and grow, as well as continue to be endorsed by the governing body, it is every competitor's role to take individual responsibility for adhering to some simple conduct rules, as well know the Event rules we run under .

The most basic principles are:

1: Obey the speed bar.

*While there may be the occasion where a competitor may inadvertently dip under the speed bar once or so- resulting in the usual escalations of penalty, - to infringe constantly, ignoring the tower warnings will result in exclusion from the event and possible penalty from Motorsport NZ.*

2: Take note of the Flags and your Mirrors

*Multiple instances of not watching flags and official messages from the control tower have occurred in the past. So if you're not familiar with the flags meaning, and the control tower notices- it is your responsibility to learn them.*

*If you can't see the flags or tower boards... please go see OPSM....*

*If you're driving along and all of a sudden out of nowhere there's a car RIGHT behind you... clearly its waaay faster than you... Classic trials is not a race, let the faster car through (even if you have 400 Hp on tap). Blue flags will likely be waving at you too.*

3: Driving standards and Etiquette which reflect classic trials should be used at all times.

*Activities such as: dangerous overtaking contrary to motorsport codes of driving conduct, (see next page) – overdriving- overtaking cars on the standing start lap which have nominated faster times than you- not allowing cars to pass under a blue flag condition- freight training (the practice of nose to tail pacing of multiple cars) to mention a few, lead to a detrimental image of classic trials (at best) and an accident at worst.*

Much discussion has been had with respect to overtaking..... and so called racing incidents...

In the Motorsport rule book, its pretty simple and clear, so I have included a couple of the examples as well as a link to the full document.

Overtaking is inevitable in classic trials and we all have the responsibility to know how to overtake and be overtaken- safely

- Firstly, a driver must not cause an avoidable accident
- Secondly, drivers must give each other "racing room"

1. **General** – the responsibility for passing another car safely rests with both drivers. The overtaken driver should be aware that he/she is being passed, he/she must not impede the pass by blocking and both drivers must give each other racing room.
2. **Right to the Line** – the driver in front has the right to choose his/her line on the track so long as it is not considered blocking. A passing driver only has the right to his own line when he can make a pass without contact and there is adequate room to achieve it.
3. **Blocking** – a driver may choose to protect his or her position so long as they do not block. Blocking is defined as 2 consecutive line changes on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. Drivers are prohibited at all times from changing lines in a corner.
4. **Car to Car Contact** – contact between cars when passing, resulting in one car having an off track excursion or one car gaining an advantage is not permitted. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another car results.
5. **Racing Room** – in the situation where a car is required to give "racing room" - it is defined as a full car width between the subject car and the edge of the track or another car

**Figure 4.**

Car B is attempting to pass car A into a left hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B is attempting a last minute pass and ends up locking all four wheels and sliding into the side of Car A. This is a collision possibly resulting from poor judgement and over aggressive driving on the part of car B. Car B is at fault.



**Figure 5.**

Car B is attempting to pass car A on the inside of a tight right hand turn. At points 3 and 4, car B has pulled alongside car A and clearly has the right to be there. There is no excuse for the driver of car A not to see car B- at point 5. He has not given car B racing room. Fault lies with car A.

