



Classic Trials Newsletter

Classic Trial Championship 2018

Volume 037 September 2017

It seems an eternity since we sent out the last newsletter, although I do hope that the Classic Trial updates via e-mail have kept you up to speed on what is happening. September is now with us and technically Spring is on its way. The actual start of Spring, which is marked by the Spring Equinox is on Saturday 23rd September at 8:02am if we want to be precise, the same day as the General Election and what a Roller Coaster ride this is going to be to right up to the Election, with the polls changing daily as to which party has supremacy. Sunday 24th September is the start of Daylight Savings for the 2017 / 2018 Summer. For those that live in Auckland, or if you just want to go for a drive, a pleasant way to spend a Sunday afternoon is to stroll through Twin Oaks Drive in Cornwall Park, coffee in hand and look at the new lambs and the abundance of Daffodils.



We closed off the 2016 / 2017 season with the prizegiving at the Horse and Trap on Sunday 27th August, with many Register members in attendance. Trophy winners gathered outside the Horse and Trap for the obligatory photo. The Trophy winners are as follows;



1st Place David Tolhurst
2nd Place Russell Goodwin
3rd Place Allan Horner
1st Lady Helen O'Sullivan
Spirit Award Rex Fifield
Round 1 David Tolhurst
Round 2 Paul Couper
Round 3 Russell Goodwin
Round 4 Allan Horner
Round 5 David Tolhurst
Round 6 Rex Fifield
Round 7 Ross Vaughan
Round 8 Allan Horner

Classic Trial Endurance Round, Robyn Riding, Geoff Manning Memorial Trophy, Ross Vaughan and the Sir Stirling Moss Trophy. David Tolhurst.

In the next few issues of the newsletter I want to bring back a column that Ross Vaughan started sometime back and this will talk about the Register members and their cars. We start this month with Sheridan Broadbent and her Pacer fondly known as "Fats". We will also share some of the Register members off season adventures, starting in this



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issue with Ken and Trish Smith's 3-month trip to Europe, followed next month by Allan Horner's trip to "Speed Week" at Bonneville in the USA.



The first round of the new season is on Sunday 1st October at Hampton. Entries are now open at motorsportentry.com The Classic Trial will be on the Sunday only and this will mean an early start as the Classic Trial drivers briefing will be at 08:30 with qualifying the first event on the programme at 09:00am.

The second Round will be the TACCOC "Summer Classic" once again at Hampton Downs on Saturday 14th October, this is the week following the "Great Race" at Bathurst where we will have a number of Kiwi's chasing not only the title of "King of the Mountain" but in overall championship contention. This will give us two rounds in two weeks. Targa New Zealand follows two weeks later and then the Classic Trial has a break until Round Three, again at Hampton Downs. This is the TACCOC "Christmas at the Downs" meeting on Sunday 10th of December.



I caught up with Ken and Trish Smith at the Classic Trial Prize Giving last month and he talked about their trip to Europe. Following is an extract of that trip.

We took off from Auckland at the beginning of May on a flight to London via Singapore with 3 objectives; have a wonderful time, a cruise around the Baltic and I had tickets for 4 days at the Goodwood Festival of Speed.

The only problem we had was that there was 2 months to fill in from the time we got back to London from the Baltic and the Goodwood Festival of Speed at the end of June.



No problem, so after spending a week in Paddington exploring London we hired a car and headed off to explore the UK, with no plans, no accommodation but lots of time. The first day we headed to Woking to visit the McLaren F1 team HQ then over to catch the Red Bull setup at Milton Keynes.



Unfortunately, these F1 teams just don't cater for visiting Kiwi's so we got to see very little. From there we headed up to Gaydon where we visited the Jaguar and Aston Martin factories where both companies had huge construction/expansion programs happening.



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Next door was the British Heritage Museum – I must say it was disappointing. We checked out Silverstone and just missed the British Superbike round at Donnington, however we spent 4 hours at Tom Wheatcroft's F1 museum at Donnington, what an amazing collection of F1 cars.

From here we zig zagged our way north of England to Scotland visiting many lovely spots on the way. Once in Scotland we spent time in Edinburgh, had 18 holes at St. Andrews, onto Dundee, Aberdeen across the Highlands to Inverness before heading down to the Isle of Skye. Loch Ness and Loch Lomond being our highlights of Scotland.

Glasgow was our next port of call before heading over the channel to Belfast. Belfast is a thriving city which really impressed us. From there we headed north to the Giants Causeway, back down to Londonderry, across to Sligo, Galway, around the Dingle Peninsula, Ring of Kerry, Kinsale, Cork, Ballinscarthy (the birth place of Henry Ford), Cobh and eventually up to Dublin. Oh yes, I kissed the Blarney stone!



Back across to North Wales and of course 3 days in Liverpool doing everything Beatles. We headed south through Wales to the lovely Cotswolds, Bristol to check out the Concorde, Bath, Stonehenge then down to Sparkford to visit the Haynes Car Museum which must be one of the best I have visited.

It was now time to think about the Goodwood Festival of Speed so we headed for the New Forest and the Beaulieu Museum first before settling down in our hotel in Portsmouth, our base for the Festival of Speed.

The Goodwood Festival of Speed started on the Thursday and we spent our first day just exploring all the huge displays by many of the motor manufacturers who were positioned on the right side of the track.

What I wasn't prepared for was the size of this event, it was HUGE! Ford, BMW, Honda, Audi, Mercedes/AMG, Lamborghini, Jaguar, Range Rover, Mini, Vauxhall, Alfa Romeo, Fiat, Nissan, Lexus, Mazda, Kia, Volvo, Subaru, Volkswagen & Renault all had two and three



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story high displays with all their very latest hi performance models. Jaguar had a skid pan out the back, Range Rover had their own off- road track.

Ford had their new GT on display, others also had their Formula E and Formula 1 cars.

There were acres of marquees loaded with every conceivable unit of speed equipment, others with famous paintings/drawings, race clothing, wheels/tyres, sounds, race trailers and so on.

I then spent Friday on the left side of the track where Porsche, Rolls Royce, Bentley, the supercar brands; McLaren, Koenigsegg, Ferrari, Bugatti, Noble, Saleen, Fittipaldi, Aston Martin, Pagani, Maserati were displayed along with many of the Formula 1 teams.

Also on this side of the track was the pit area and it was full of very rare classic race cars and unless it was worth more than \$1million dollars then it was not invited.



The pits area was not fenced off so it was very easy to view all the cars up close. The dummy grid was also on this side of the track. Yes, while visiting these displays I did watch quite a lot of the racing.

Ferrari was celebrating 70 years so there were many very rare, valuable models on display and competing on the track. There were famous drivers from Jackie Stewart to several of the recent F1 stars just wandering around including Bernie Ecclestone whom the 2017 event was celebrating.

Saturday, I took the tractor ride up to the top of the hill to see around 300 rally cars racing through the forest which was an event all on its own. Up there was also an off-road track where a number of off roaders were racing up and down a hilly track.

I hunted out a good viewing position for Sundays action as the plan was to watch the racing only, so a good spot was important.

We decided on the Molecomb corner and sure enough it provided many off-course excursions before the high speed drag up the hill.

Sunday dawned sunny and very warm which was great for racing. We arrived at 7am only to find large queues heading to the track.

Once parked up we wrote down our row number and paddock number as there were thousands of cars parked up and thousands of fans all heading to the track.



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Once inside we made our way to Molecomb and our spot where we stayed for the entire day. Food/toilets were all handy and a great viewing spot up on a hill looking down on the track.

The other neat thing about this spot was that the cars coming back down the hill all stopped by us before dropping the clutch for a short sprint to the next corner. Lots of smoke and great excitement.



Results: Winner was Justin Law in the Jaguar XJR12D in 46.13 seconds, Jeremy Smith in the Penske Chev in 46.22 and third was Mark Higgins in a Subaru WRX STI in 48.25.

Each day's racing was simply awesome, watching all these valuable classic cars being raced up the hill was amazing.

To top the day off Nico Rosberg came out onto the track and did a heap of burn outs in a 2014 Mercedes F1 chewing up both tarmac and grass, there was smoke everywhere.

My favorite car was the Jackie Stewart 1967 Ferrari 330 P4 in which did a number of runs up the hill.

Unfortunately, it was back to London to catch a flight to Singapore for some sightseeing and then home.



Sheridan's Valiant Pacer

Sheridan purchased the Pacer in late 2006, specifically for the 2007 Targa Tour, having Toured the previous year driving that of a friend. 'Fats' is a 1972 VH Pacer with a factory four-speed gearbox, a 265 'Hemi' engine (a straight six), running a 4-barrel 390cfm Holley carburetor with a fairly mild cam grind emulating that of the E38 Charger and mods include an aluminium head, Yella Terra roller rockers, hydraulic lifters, forged pistons, hot distributor. She has been bored out 40 thou from original in a block reconditioned by GES two years ago so is a little over the factory displacement (the



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previous block was bored out 4 inches, less durable and not actually delivering more power). Fats has a very torquey engine whose superpower is dominating on the hill, but



is not running a lot of horsepower (sub-200 BHP) so won't blow too many minds. We tap out at around 172km/h but in Classic Trials I am generally running with no more than half throttle along the top straight at Hampton Downs to avoid 'breaking out' of the speed Bar.

Her best time at HD is a 1.24, but I reckon would run a 1.20 cheerfully at full noise on a cool day with a clean track and Paul Couper showing me the way 50m ahead.

We bought Fats in fairly bad condition with no registration or warrant from a bloke in Rotorua who had simply run out of money to look after her...she demands a lot of attention, and paying for progressive rust repairs and endless mechanical upgrades and fixes have been a full-time job ever since (just ask Peter). I actually got into Classic Trials following a bit of a 'parking incident' in the 2008 Targa Tour, where Helen (O'Sullivan, fellow Classic Trial competitor), Fats and I ended up down a rather large bank thanks to a grumpy farmer and some intentionally placed diesel.

Terry and Robby Riding, who were Tour Leaders, suggested Classic Trials as an option for having a bit more fun with the car and I saw it as a good way to build up some much need race-craft. I've never looked back!

She is a bit of a pig to haul around the track (no power steering and nose-heavy), kills her oil and loses oil pressure at the end of a big day and the clatter of those lifters is the stuff of nightmares.



However, she is a hilarious, rough and uncivilized big lug of a thing, up for anything and keen to get amongst it. We've finished meetings with cracked brake rotors (spectacular shudders into Hampton Downs turn four), driven over her own front wheel when debuting her new 6-pot Wilwood brakes, done over 100 miles an hour with a bent driveshaft at Pukekohe and the only racetrack in the North Island that she hasn't graced with a fan belt or two is Manfeild, where she left her clutch lining following a failed burnout attempt. As I am always saying when it comes to Fats, "how we all laughed", usually while handing someone a cheque to fix something.



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She is such a character that a few of us now talk about her as a person, her persona being that of a beer-swilling, pool playing rough Aussie broad with a packet of ciggies in the sleeve of her crop top and just enough cash in the pocket of her chewing gum jeans for one more round, but loyal, courageous and with a big heart. She is a well-loved part of the family and I look forward to more adventures in the coming season.

The Confirmed dates for the 2017 / 2018 Classic Trial Championship are as follows;

- Round 1: 1st October 2017 (Sun) - HRC Icebreaker, HD
- Round 2: 14th October 2017 (Sat) - TACCOC Spring Classic, HD
- Round 3: 10th December 2017 (Sun) - TACCOC Xmas at the Downs, HD
- Round 4: 6th January 2018 (Sat) - HRC Tasman Revival Taupo
- Round 5: 20th January 2018 (Sat) - Tasman Revival Meeting HD
- Round 6: 24th February 2018 (Sat) - HRC Tasman Revival Pukekohe
- Round 7: 17th March 2018 - HRC Legends of Speed, HD
- Round 8: 5th May 2018 (Sat) - HRC Endurance Round (Non-Championship)

As in past years only the four best scores will count for the Championship.

I look forward to catching up at the Ice Breaker on Sunday 1st October.

Terry Riding
Classic Trials Event Director

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