



# Classic Trials Newsletter

**Classic Trial Championship 2018**

**Volume 039 December 2017**

Christmas is now approaching very fast with only 2 days until that jolly chap arrives. I trust that you have decorated the tree and duly placed an abundance of presents underneath.

Our top international Kiwis have been flying the New Zealand flag high, in the last month or so, Brendon Hartley has signed up for a full-time drive with the Toro Rosso Team for 2018 season. Earl Bamber remains contracted to Porsche for 2018 and younger brother Will returns to the Carrera Cup Asia at the wheel of a Porsche 911 RSR.

At the same time the Australian V8 Supercars circus has come to an end. Was Scott McLaughlin robbed of the trophy. I will leave it to you to make your own decision. Being a patriotic kiwi forbids me to express my thoughts, but I do look forward to 2018!

We have now completed three rounds of the 2017 / 2018 season.

The latest round of the Classic Trial 2017 / 2018 season was the TACCOC Christmas at the Downs on Sunday the 10<sup>th</sup> of December.

Trial One was won by Peter O'Sullivan with Rex Fifield Second and John Miller Third.



Car Number	Driver	Car	Year	Trial 1
266	Peter O'Sullivan	Mazda MX 5	1990	0.24
111	Rex Fifield	Ford Escort Mexico	1974	0.38
75	John Miller	Ford Escort RS 2000	1974	0.51
931	Robyn Riding	Porsche 924T	1981	0.55
47	Paul Couper	Westfield 11	1982	0.58

Trial Two was again won by Peter O'Sullivan with Rex Fifield and Paul Couper second equal

Car Number	Driver	Car	Year	Trial 2
266	Peter O'Sullivan	Mazda MX 5	1990	0.34
111	Rex Fifield	Ford Escort Mexico	1974	0.65
47	Paul Couper	Westfield 11	1982	0.65
27	Stephen Alderley	BMW 323i	1997	0.68
931	Robyn Riding	Porsche 924T	1981	0.70



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Trial Three was abandoned just after the half way mark as due to the torrential downpour, the track was deemed unsafe. Paul Couper was overheard to say when he returned to the pits that his Westfield Eleven was aquaplaning along the front straight.

The Round Three win went to Peter O'Sullivan, with Rex Fifield Second and Paul Couper Third.

Car Number	Driver	Car	Year	Average	Position
266	Peter O'Sullivan	Mazda MX 5	1990	0.29	1
111	Rex Fifield	Ford Escort Mexico	1974	0.52	2
47	Paul Couper	Westfield 11	1982	0.62	3
931	Robyn Riding	Porsche 924T	1981	0.63	4
75	John Miller	Ford Escort RS 2000	1974	0.65	5



After three rounds the Championship looks like this!

Classic Trial Championship 2017 / 2018					
Car No	Driver	Make	Year	Points	Position
43	David Tolhurst	Ford Capri GT	1975	368	1
111	Rex Fifield	Ford Escort Mexico	1974	359	2
266	Peter O'Sullivan	Mazda MX5	1992	352	3
931	Robyn Riding	Porsche 924T	1981	326	4
47	Paul Couper	Westfield 11	1982	298	5



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We still have 4 rounds to go!

This month we continue with the history of the cars that are driven in the Classic Trial, although in this case the car has participated in one round driven by its previous owner in 2016, but is now owned by Russell Ness and it is his newly acquired 1960 Austin Healey 3000.

This car has a lot of history in Motorsport.

## **Russell's Austin Healey Mk 1 3000**

After missing out on buying a lovely 1965 Mk 2 3.8 Jaguar, Russell Ness put his classic car passion into competing in Classic Trials with his absolutely mint condition 1967 Mini Cooper S.

However, after several years he got strong buyer interest in the Cooper S and decided to see if the Jag owner would consider selling. He would - so last October he sold the Cooper S and bought the Jag.

Apart from a few minor issues the car was perfect, and Russell used it as a comfortable weekend drive. He kept his contact with Classic Trials however and began to miss the friendships, atmosphere and excitement of track days. So, he began to set the Jag up for the Classic Trials and was about to purchase race seats and harnesses when an opportunity arose to secure a track ready vehicle.

Through a complicated negotiation Russell managed to trade the Jag for a 1960 Healey 3000 Mk 1. This car has an impressive Race, Rally and Targa history.

It is built to Works Healey specifications very similar to the car rallied by Pat Moss, younger sister of Sir Stirling Moss. The big Healey has a big valve motor with a DMR2 cam, Vernier cam pulley, roller rockers, Denis Welch Racing alloy rocker cover and triple twin choke Weber's.



It has tuned extractors with side exit exhaust, nitrided crank, heavy duty oil pump, baffled sump and a high-volume aluminum fuel tank. Cooling is via an alloy radiator to original profile with heavy duty Pacet electric fan.



A Mallory dual point distributor with Mallory 6AL electronic ignition provides the spark. Power is transmitted through a heavy duty Autoclutch puk type and it has a lightened flywheel.

The standard gearbox has been replaced with a Toyota W57 5 speed on alloy housing. The car has front 4 pot Willwood, vented rotors by Les Hunter, rear 2 pot Nissan Primera on solid rotors, braided brake lines and in cockpit bias adjuster. Originally the Healey had wires. These have been swapped out and replaced with Minilite rims with knock off hubs and Dunlop Direzzas tyres.

A fully homologated roll cage, race seats and harnesses are fitted.

Russell has the full history of the Healey and many of the original parts and hard to get spares.

The car is road registered and has a current WOF and Low Volume Vehicle certificate. While well set up for the track the car is great on the road and could be driven to the track. Russell can't wait to rejoin Trials and learn how the car performs.



Next month we will review Allan Woods Boxster 3.2

## Motorsport News!

The latest amendment to Motorsport Manual 35 Appendix Four Schedule Z, advises the latest flash patterns for approved signal lights systems at circuits.

I thought that this would be a good opportunity to remind the Classic Trial members of the flags and or lights that can be displayed at the three circuits that we race at, Hampton Downs, Pukekohe and Taupo which are all now controlled with lights and in some cases supplemented by flags.





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## 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.

## Red Light:



### Means;

**During Practice:** flashing 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:** flashing 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.

## Yellow Flag:



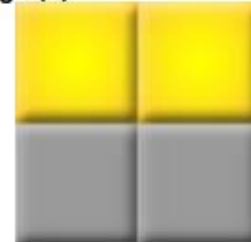
### Means;

#### 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.

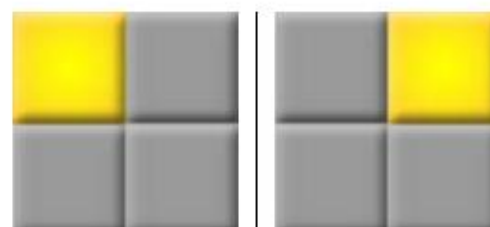
## Yellow Light(s)



### Means;

#### At all times:

**Flashing together:** Reduce speed. Do not overtake. There is a hazard on or in close proximity to the circuit.





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## Yellow/Red Flag:



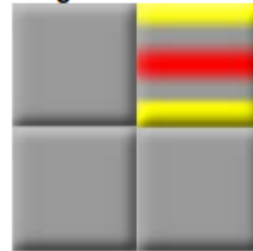
### Means;

#### 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.

## Yellow/Red Light:



### Means;

#### At all times:

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

## 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.

## Blue Light:



### Means;

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

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

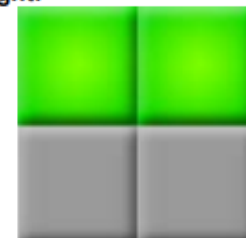
## Green Flag:



### Means;

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

## Green Light:



### Means;

**At all times:** flashing to signal the all clear at the end of the danger area marked by yellow light(s).



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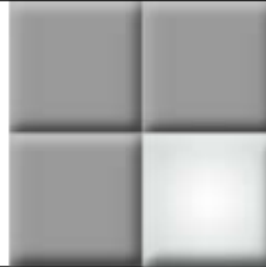
**White Flag:**



**Means;**

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

**White Light:**



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

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

- Round 4: 6th January 2018 (Sat) - HRC Tasman Revival Taupo
- Round 5: 20<sup>th</sup> January 2018 (Sat) - Tasman Revival Meeting HD
- Round 6: 24th February 2018 (Sat) - HRC Tasman Revival Pukekohe
- Round 7: 17th March 2018 (Sat) - HRC Legends of Speed, HD
- Round 8: 5<sup>th</sup> May 2018 (Sat) - HRC Endurance Round (Non-Championship)

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

Well that's it from me for this edition of the Classic Trial Newsletter.

All that is left, is to Wish you a Very Merry Christmas and a Very Prosperous 2018. I look forward to catching up at the Historic Racing Club's Tasman Revival meeting in Taupo on the 6<sup>th</sup> of January.

Terry Riding  
Classic Trials Director

## **2017 2018 Committee**

Terry Riding	Classic Trials Director	0274 969 824
Ross Vaughan	Event Manager	09 292 4070
Peter O'Sullivan	Event Manager	021 441 282
David Tolhurst	Event Manager	09 420 3301
John Miller	Event Manager	09 630 3295