



Classic Trials Newsletter



Classic Trial Championship 2018

Volume 040 January 2018

Welcome to 2018 and if you are reading this newsletter then you survived the abundances of Christmas Day! I do not know if you saw it live or on television, but the Sky City fireworks were spectacular! The first month of the year, January, is almost done and dusted. The unusual weather that we have been having seems to at least be consistent. The first Classic Trial meeting of the year was at Taupo on Saturday January 6th, and as I loaded Robyn's car onto the trailer on the Friday morning, it almost appeared that I had somehow angered the weather God's. The heavens just opened and before I even had a chance to think about putting on a jacket I was saturated. Still I adopted a stoic attitude and continued loading the car. The heavy rain persisted all the way to Taupo and I would have thought a cautious approach would have been adopted by most drivers that day, but I witnessed some of the most appalling driving that I have ever seen. Even another competitor towing a trailer passed me. He would have been towing well over 110kph and in heavy rain. "crazy"! Perhaps, it is time that the Police Force filled those 100 plus vacancy's in the "Road Policing Unit".



Saturday the 6th of January, could not have been a more contrasting day, sunshine and a great temperature for Trialing. The Classic Trial field was somewhat depleted by the absence of some of the regulars, but the numbers were buoyed by the addition of some of the "Hooters" field who took the opportunity to run with the Classic Trial as their event was not until the Sunday.



On the way to the grid for Trial One, disaster befell Robyn Riding when her Porsche 924T ground to halt just after turn three with a lot of back firing. Further investigation by Andrew Leech found that the Cam drive had shattered.

Luckily for Robyn she had a spare car which she could use two weeks later at Hampton Downs.

Trial One was won by Helen O'Sullivan with David Tolhurst Second and Phil Pearce (Hooters Series) Third.



Classic Trials Newsletter

Classic Trial Championship 2018

Volume 040 January 2018

Car Number	Driver	Make	Year	Trial 1
101	Helen O'Sullivan	Mazda MX5	1991	0.34
43	David Tolhurst	Ford Capri GT	1975	0.42
13	Phil Pearce	Morris Mini	1962	0.48
116	Peter O'Sullivan	Ford Cortina GT	1969	0.50
111	Rex Fifield	Ford Escort Mexico	1974	0.53

Trial Two was won by Peter O'Sullivan with Ken Smith Second and Ian Christie Third. It was good to see Ian placing well again.

Car Number	Driver	Make	Year	Trial 2
116	Peter O'Sullivan	Ford Cortina GT	1969	0.41
22	Ken Smith	Ford Escort RS 2000	1972	0.61
72	Ian Christie	MGBGT	1973	0.82
43	David Tolhurst	Ford Capri GT	1975	0.83
111	Rex Fifield	Ford Escort Mexico	1974	0.84

Trial Three was won by Sheridan Broadbent, with Peter Second and Ken Smith Third. Talk about an O'Sullivan / Broadbent family lockout over the course of the day!

Car Number	Driver	Make	Year	Trial 3
266	Sheridan Broadbent	Mazda MX5	1992	0.25
116	Peter O'Sullivan	Ford Cortina GT	1969	0.43
22	Ken Smith	Ford Escort RS 2000	1972	0.47
43	David Tolhurst	Ford Capri GT	1975	0.53
70	David Turner	Ford Capri GT	1975	0.60

The Round Four win went to Peter O'Sullivan, with David Tolhurst Second and Sheridan Broadbent Third. Perhaps Sheridan may forsake "Fats" the mighty Pacer in favor of the MX 5 after this result.

Car Number	Driver	Make	Year	Trial 1	Average	Position
116	Peter O'Sullivan	Ford Cortina GT	1969	0.50	0.42	1
43	David Tolhurst	Ford Capri GT	1975	0.42	0.43	2
266	Sheridan Broadbent	Mazda MX5	1992	0.72	0.49	3
22	Ken Smith	Ford Escort RS 2000	1972	1.33	0.54	4
13	Phil Pearce	Morris Mini	1962	0.48	0.55	5



Classic Trials Newsletter

Classic Trial Championship 2018

Volume 040 January 2018



It was interesting to note that the Saturday was a perfect day for racing, those Race Classes that raced over two days, had a shocking day on the Sunday when the torrential rain returned.

Round 5 was back at the "Home Track" for the Classic Trials, Hampton Downs on Saturday 20th January.

Trial One was won by Rex Fifield, with Paul Couper Second and Robin O'Connor Third.

Car Number	Driver	Make	Year	Trial 1
111	Rex Fifield	Ford Escort Mexico	1974	0.59
47	Paul Couper	Westfield 11	1982	0.61
99	Robin O'Connor	Jaguar XJR	1999	0.67
60	Terry Burgess	Leyland Mini	1977	0.68
10	Jane Farris	Standard 10	1956	0.80

Trial Two was won by Paul Couper, with Robyn Riding Second and Terry Burgess Third.

Car Number	Driver	Make	Year	Trial 2
47	Paul Couper	Westfield 11	1982	0.49
317	Robyn Riding	Porsche 944	1982	0.62
60	Terry Burgess	Leyland Mini	1977	0.78
10	Jane Farris	Standard 10	1956	0.88
111	Rex Fifield	Ford Escort Mexico	1974	0.99



Classic Trials Newsletter

Classic Trial Championship 2018

Volume 040 January 2018

The first two placing's in Trial Three were the same as Trial Two with Paul Couper First, Robyn Riding Second and this time Rex Fifield Third. Perhaps Robyn should stay in the 944 for the rest of the season!

Car Number	Driver	Make	Year	Trial 3
47	Paul Couper	Westfield 11	1982	0.42
317	Robyn Riding	Porsche 944	1982	0.58
111	Rex Fifield	Ford Escort Mexico	1974	0.60
10	Jane Farris	Standard 10	1956	0.64
70	David Turner	Ford Capri GT	1977	0.77

Round Five was won by Paul Couper with Robyn Riding and Rex Fifield Second Equal.

Car Number	Driver	Make	Year	Average	Position
47	Paul Couper	Westfield 11	1982	0.46	1
111	Rex Fifield	Ford Escort Mexico	1974	0.60	2=
317	Robyn Riding	Porsche 944	1982	0.60	2=
10	Jane Farris	Standard 10	1956	0.72	4
60	Terry Burgess	Leyland Mini	1977	0.73	5

After Five Rounds the Championship looks like this!

Car No	Driver	Make	Year	Total	Placing
111	Rex Fifield	Ford Escort Mexico	1981	581	1
43	David Tolhurst	Ford Capri GT	1975	520	2
266	Peter O'Sullivan	Mazda MX5	1990	510	3
931	Robyn Riding	Porsche 924T	1981	466	4
47	Paul Couper	Westfield 11	1982	452	5

We still have 2 rounds to go!

This month we continue with the history of the cars that are driven in the Classic Trial, and this month it is Alan Woods Porsche Boxster.



Classic Trials Newsletter



Classic Trial Championship 2018

Volume 040 January 2018

Alan Wood's 2000 Porsche Boxster S

"Where the cars potential is far greater than the driver's ability"

What do you do when you have a garage queen that's just too good to go on the track.

Step 1

Simple answer is you buy an average 2000 Boxster S 3200cc 6 speed manual especially for track days that you can drive to and from the venue.



Step 2

Collect it from Wellington and drive it home. Then send it off to Motorscience who are an Independent Porsche specialist in Auckland for a new IMS bearing and rear engine seals, single mass flywheel, racing clutch, racing seats, 6 point harnesses, roll bar extension, Belluga racing exhaust system, IPD racing Plenum, cold air intake, sequential shifting lights, intercom system and of course new fluids and a decent set of rubber along with a full nut and bolt

check over.

I have made a conscious decision to stick to my knitting and let the pros look after my car, my theory being as long as my charge out rate is higher than theirs then I am the winner.

My wife only reckons that works if I'm working at the same time!

Step 3

Run into Terry Riding who convinces you join the Regularity trials and its job done.

Step 1 and 2 costs roughly the same so what I have ended up with is a very forgiving fun car that revs it's little heart out and goes pretty well.

Whilst overseas last year at Isle of Man and Lemans' I decided that I would do all legs of the regularity trials and as many track days as I could fit in during the season.

Recently I did 2 days of the Targa Tour which was fantastic fun, and the little Boxster never missed a beat, although pine needles across the road caused an anxious moment



Classic Trials Newsletter



Classic Trial Championship 2018

Volume 040 January 2018

and a little right-hand dipper threw me just a tad sideways but other than that no problems at all.

My background to motorsport has been a lifetime of enjoyment watching all forms of racing but having been in business since 1973 and having a young family I was always just too busy to actually become involved. Lately as time has become available I have become involved with the Porsche Club running several events over the last few years

As retirement looms and I have more time to do the things I never had time to do when young it's fair to say I am now living the dream! I think the atmosphere and the friendship shown at the Regularity Trials is fantastic and whilst some think it's all a bit of a yawn, I would challenge them all to try and do consistent lap times.



Next Month, Russell Goodwin's Jensen Healy

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

- Round 6: 24th February 2018 (Sat) - HRC Tasman Revival Pukekohe
- Round 7: 17th March 2018 (Sat) - 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.

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

I look forward to catching up at the Historic Racing Club's Tasman Revival meeting Pukekohe on the 24th of February.

Terry Riding
Classic Trials Director

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