



WHEELSPIN

November 2010

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Shane Atkinson – Shelley Bay Photo Motorsportcentral

Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3rd Wednesday of the month, Fireman's Arms, 313 Jackson St
Petone, 7:30 pm. Note:— Anyone is welcome to attend committee meetings.

Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.
Opinions expressed are not necessarily those of the Club or Committee.
To other Car Club Editors: While we do not object to other magazines using articles or
material from our Wheelspin, we do appreciate recognition of the source of said material.
Originals are usually available on request.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

Clubnight

The Fireman's Arms Jackson Street, Petone

Wednesday 3rd November 7:30

Presidential prattles

Well it was an interesting month!

From my point of view it wasn't marked with great success as I used a bank to shorten the Corolla at Shelly Bay. But on the other hand, I didn't turn it into a small cube of wreckage, so should have it up and running again once I can find some new front panels, lights etc.

I'd even taken a day off work in the week leading up to the event to do some work on the car like replacing cage padding, roll (hammer) the rear guard lip, chase an oil leak around. So I'm starting to see Dave Wilce's point of view that maintenance on cars just causes trouble.

Shelly Bay was a bit of an adventure, as the resealing job had clearly gone horribly wrong, and the surface was semi gravel, and quite variable. We all knew this, and had it drummed into us thoroughly at driver briefing.

Practice went quite uneventfully for me, with just one slide into a corner, and even that wasn't terribly dramatic.



Unfortunately where it came undone was on my first timed run, and at the second corner. My front tyres had rid themselves of all the gravel stuck to them during the tour back from practice, and the car park area. Unfortunately the rear tyres were well and

truly covered in gravel. So I arrived into the first fast corner and simply looped the car into the bank, taking out the front left corner and munting the radiator support panel and a few other bits and pieces.

Even my cunning use of race tape hasn't hidden just how bent the car ended up, but it was still kind of fun to break out the race tape at an event after all these years.

So I suspect the Corolla will be back again, but not immediately.

Many thanks to Neil T who fetched a trailer to retrieve the car back to Johnsonville.

It must be said though, that I got away incredibly lightly.

Victor looped his Corolla on the same corner (the skid marks of the two Corolla spins make a fairly complicated pattern on the road), but he grabbed a big armful of opposite lock, the car swung back hard the other way and a small fraction of a second later his Corolla was upside down in the sea.

Remarkably while his in car camera died a death, the DVD in it survived, and so now Victor has in car coverage of one of the more spectacular crashes he has been in.

Apparently Victor isn't building a new car at this stage, as he's heading up to Auckland to live, and put some more time into his work.

Shane Atkinson came horribly unstuck on his practice run, and put his new and very fast CRX into a bank and then off the road onto the rocks. Like Victor he is also going to be having to build a new car before he is back again.

We're not too sure exactly what happened in the crash as Shane has no recollection of the crash due to a significant knock on the head that left his helmet interior well and truly flattened.

He was a bit rattled in the ambulance, and had a short term memory of about three or four minutes, so off to hospital for observation he went. According to Shane he's fine now, and no stranger than he was before the crash.

Ian Hosler had a very short return to action in the "No Name Building Recyclers" Skyline, also crashing out on practice run. By all accounts that crash was caused by a brake rotor exploding just after the finish line. I'm not sure if the Skyline went over or not, but it was sporting a lot of damage in the post event photos.

But, on to better news ...

We're looking forward to the final round of the Photoworks Challenge towards the end of November. Hopefully we can get a bumper crop of entries there to finish off the year, and then we can start looking into 2011 and make plans there.

March 2011 should see us running our anniversary dinner, so keep an eye out for that, as it should be a damn good evening.

I've signed up to navigate for Brian Craig as he enters his debut rally Daybreaker, so that should be an excellent day.

Brendon and Andrew are giving Brendon's Corolla another rally outing too, so it should be a fairly social day of rallying!

That's it from me! See you at an event somewhere!

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SHELLY BAY SEAL SPRINT 26 SEPTEMBER 2010																
Car No.	Class	Driver	Club	Car	Capacity cc	Timed Runs				Fastest	Ranking Overall	Class Ranking				
						Practice	1	2	3			A	B	C	D	E
1	E	Tony Burrowes	Impreza	Targa	3400	01:22.55	01:19.49	01:19.20	01:16.57	01:16.57	1					
3	E	Ron Scanlan	WCC	Lancer	2000 T	01:21.85	01:20.03	01:17.23	01:20.89	01:17.23	2				2	
10	D	Ryan Stevens	WCC	RX7	3978	01:19.79	01:18.13	01:19.11	01:17.46	01:17.46	3			1		
32	E	John McAndrew	WCC	Legacy RS	2000T	01:19.61	01:18.70	01:18.68	10:00.00	01:18.68	4				3	
13	E	Geoff Warren	HVMC	Legacy RS	3400	01:21.36	01:19.09	01:19.61	01:19.53	01:19.09	5				4	
25	E	Marty Smith	WCC	Legacy RS	2000 T	01:24.66	01:21.54	01:19.28	01:19.12	01:19.12	6				5	
5	D	Mike Welsby	HCCC	Starlet	1600 T	01:28.85	01:21.94	01:20.14	01:19.37	01:19.37	7			2		
88	B	Nick Tollemahe	WCC	Corolla	1587	01:22.33	01:20.13	01:20.92	01:19.45	01:19.45	8	1				
7	D	Alan Austin	Wanganui	S8 RX7	4000	01:26.01	01:23.72	01:21.33	01:19.85	01:19.85	9			3		
23	D	Webster Gough	HCCC	Starlet GT	1468 T	01:22.37	01:33.30	01:42.85	01:21.22	01:21.22	10			4		
8	B	Andrew Thomson	HCCC	Corolla	1587	01:26.33	01:23.53	01:25.58	01:22.13	01:22.13	11	2				
131	B	Victor Yuen	HVMC	Corolla	1587	01:29.02	01:24.52	01:22.90	10:00.00	01:22.90	12	3				
26	E	John Johnston	HCCC	Impreza WRX	1998T	01:31.01	01:28.92	01:23.21	01:24.64	01:23.21	13				8	
24	B	Mark Anstis	WCC	Starlet	1600	01:32.09	01:29.31	01:24.01	01:25.58	01:24.01	14	4				
119	C	Craig Bartosh	HVMC	Escort	2000	01:34.16	01:29.67	01:28.10	01:25.26	01:25.26	15		1			
36	B	Les Edwards	Kapiti CC	Datsun 1200SSS	1500	01:33.21	01:30.94	01:28.03	01:25.49	01:25.49	16	5				
22	C	Glen Baker-Clemas	HVMC	Pulsar Gti	1800	01:32.79	01:30.58	01:28.83	01:26.65	01:26.65	17		2			
15	B	Peter Collins	HCCC	Corolla	1600	01:38.66	01:31.25	01:31.23	01:30.58	01:30.58	18	6				
6	C	Dick Butters	HCCC	Pulsar	1838	01:37.99	01:34.12	01:32.72	01:34.17	01:32.72	19		3			
451	D	Robert Gurn	Wanganui	VL Commodore	5000	01:45.77	01:36.42	01:36.46	01:36.62	01:36.42	20			5		
17	B	Hayden Perkins	HCCC	Mirage	1585	01:41.01	01:39.88	01:38.69	01:38.69	01:38.69	21	7				
19	C	Georgia Bartosh	HVMC	Escort	2000	01:58.48	01:47.13	01:38.19	01:37.86	01:37.86	22		4			
140	B	Stacey Glendinning	HCCC	Corolla	1600	01:54.51	01:46.10	01:40.50	01:39.69	01:39.69	23	8				
59	B	Mike Hodgetts	WCC	Corolla GT	1587	01:44.73	01:44.33	01:44.28	01:40.79	01:40.79	24	9				
14	B	Leon Cast	HCCC	Corolla	1587	01:29.83	10:00.00	10:00.00	10:00.00	10:00.00	25	10				
29	E	Anthony Futter	HVMC	Corolla 4WD	2000T	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	25				7	
49	C	Paul Berkahn	WCC	Integra	1800	01:24.18	10:00.00	10:00.00	10:00.00	10:00.00	25			5		
57	C	Shane Atkinson	HCCC	Honda CRX	1800	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	25			5		
78	B	Graeme Castleton	MMR	Mini	1310	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	25	10				
102	D	Ian Hosler	Kapiti CC	Skyline	3400	10:00.00	10:00.00	10:00.00	10:00.00	10:00.00	25			8		

100TH RALLY FOR TARGA RALLY PAIRING.

The 2010 Dunlop Targa 2010 marks a very special achievement for Brian Green and his Co-Driver Fleur Pedersen. It will be rally number 100 together for this pairing.

Their partnership started in November of 2002, with the International Rally of Thailand. Since then, they have gone on to compete in 99 rallies together, many of them international events and away from the roads of New Zealand. They have competed on gravel, tarmac, dirt, concrete, snow and ice roads, even competing on a frozen river earlier this year ! However, to celebrate their 100th rally together in their home country, competing in the Dunlop Targa Rally on fantastic New Zealand, makes it even more special.

As would be expected, their 99 rallies together have seen both highs and lows, with their greatest combined achievement coming in 2004 with winning the Malaysian Rally Championship including winning the 2004 International Malaysian Rally. There have also been plenty of challenges, such as rallying in remote regions of China, dealing with

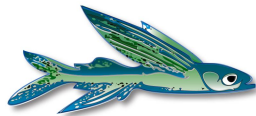
the extreme heat of Indonesia and Thailand and tackling a snow rally for the first time in 2009 in Finland.

Both Brian and Fleur are looking forward to the Dunlop Targa 2010 and are hoping for a successful 100th rally in the Neil Allport prepared Mitsubishi Evolution X.

As Fleur says, "With lots of fun and good times along the way."

The Dunlop Targa Rally is the start of five busy weeks that include four rallies, in four different cars, held in three different countries ! A hectic schedule but one that will be approached by this pair, one exciting event at a time.

After 99 rallies, does the adrenalin still pump when they get into the car together ? "You better believe it!" says Co-Driver Fleur. "We both love the sport and hope to be rallying for a long time to come".



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PUNS

I have received a whole bunch of puns from Brian Worboys, so I shall feed them out over the next few issues. Sadly (for you all) Brian has hit on my weakness for puns, so I shall start with two of my favourites:

If for every pun I shed
It seems I should be punished
Then I will hide my punished head
Inside a puny shed

And the family favourite:

A fine young fisher named Fisher
Fished for a fish in a Fissure
The fish with a grin, pulled the fisherman in
Now they're fishing the fissure for Fisher.

(vote for a new editor)

Hello folks

Attached are the results of last week's car trial, sixth and final round of this year's series.

Thanks to Dave Jennings & family (Kapiti Car Club) for organising the event. A message from Dave is below.

Congratulations to Cathy & Mike Reid, 1st overall and 1st in the expert class. Although class placings aren't shown, congratulations also to Bill Peacocke & crew for winning the intermediate class in 7th overall, and great to see Dale Boorer & crew from Kapiti making a one-off appearance to support their club's event.

Although I don't have the overall points table in front of me, I am fairly sure that Cathy & Mike's win on this round means that they have taken out this year's series. Congratulations to team Reid on a well-deserved series win!

I will send out the final points table when I receive it from the Wellington Motor Sport Association's pointskeeper.

Cheers, John

October Night Trial

	Black Tracks	Orsum Foursum	BEEB TEAM	O'Makine n	Rapley	Brian Craig	Peugatory	Gandy	Reid	Max
	Ken Douglas, Marcia Haggerty	Dale Boorer, Julie Martin, Elise Hartley, Bryan Heathcote	Bill Peacock, Murray Milner, Craig Crawford, Wendy Moore.	Jilly Hutson, John Tenment, Adam Fisher.	John Rapley, Stephen Marks	Brian Craig, Barry Craig	Wayne Gair, Dianne MacDonald	Sue Gandy, Denise Gandy, Gordon Gandy.	Cathy Reid, Mike Reid.	
Event/Check	Car1	Car2	Car3	Car4	Car5	Car6	Car7	Car8	Car9	
BEGIN										10
AWAKE										10
CAN										10
EVO		10	10	10		10	10			10
HAY		10			10	10				10
Manned Passage	10	10	10	10		10	10		10	10
LOST		10		10						10
HI		10	10	10	10	10				10
GT		10		10				10		10
DDDDDR		10		10		10				10
Manned Time	0	0	0	0	0	0	0	0	0	30
DUPRE	10	10	10	10		10	10	10		10
DDT			10	10						10
DUPPR				10		10	10	10	10	10
4DDDD										10
HEN							10			10
KA				10		10	10			10
CONTROL	3	14	1	1	5	9	3	12	9	30
DRAT	10	10	10	10	10	10		10	10	10
KAT										10
DEDEDU		10								10
KEA						10				10
ADULT		10					10			10
DEAF						10				10
KIA						10				10
PROCEED	10		10	10				10		10
CONTROL	9	7	0	5	0	13	0	0	0	30
MX5										10
DART		10	10	10	10	10	10			10
FINISH						10				10
TA		10	10		10		10	10	10	10
CONTROL	1	2	3	3	1	8	0	7	1	30
Final	53	163	94	199	56	180	83	79	50	490
Placing	2	7	6	9	3	8	5	4	1	
Provisional	53	163	101	129	59	190	104	79	50	

Shaking out the cobwebs

Well after spending 8 months unemployed (2008-2009), it has taken a bit to get the motorsport budget back to a level that I can afford to compete again. The plan was always to do a few rallies this year. I had planned to do Hawkes Bay Classic, Wairarapa and Daybreaker and a few gravel sprints if car and budget allowed.

With Hawkes Bay Classic postponed, the first was to be Wairarapa, so I had plenty of time to get the car ready. After breaking the LH CV joint at Wairongomai Rd back in 2008, the CV was replaced and the Charade was parked in the garage waiting for the cut out switch to be replaced, the seat mounting to be fixed and an oil change. Not much work, but there was always something that seemed more important at the time and motivation was at an all time low.

Well with Wairarapa getting close, I dragged the car out and got it going, fixed what needed to be fixed and entered it at Valley View hill climb to give the car a shakedown and to blow a few cobwebs from my driving. As it was not road legal, I trailed it there.

I managed to leave my licence at home and had to race back to get it. That didn't give me time to tape up the battery terminal before it was audited, so Brendan did it for me. When I got back the car still hadn't been audited, so I had plenty of time before the start.

I looked around for a passenger, but for some reason there was no-one round, so I was off for my first run on gravel in 2 years by myself. I don't like solo runs as the car is more settled with a passenger, plus there is twice the enjoyment each run if you have a passenger.

Very cautious, I found it very slippery and had understeering issues. Still by myself on the 1st timed run, I had a moment when I hit a large rock as I exited a tight left hander, ripping the steering wheel out of my hand and the car suddenly went from hard left, to steering right towards the bank. Luckily I gained control before hitting anything and made it to the top.

The second run was uneventful although I still couldn't find a passenger (I later found out that Sarah had been sitting next to Brendan when he went straight ahead off the road on the tarmac, so I could understand her not accepting my offer). Finally I had a passenger for my last run. Brendan was up for a ride (probably to check out the competition at Wairarapa Rally).

I set off and was just about to hassle Brendan about his black skid marks, when I almost went off there too. I didn't win any prizes for my speed, during the day but both myself and the car finished the day and I got a fresh fix of that music that is gravel hitting the floor.

The build up

With the car OK, it only needed a few bits of maintenance, remove the 2008 Daybreaker livery, get it road legal and get the service vehicle sorted. I had two new rally tyres that I didn't use at the Daybreaker, and what was still on the car would be enough for the event.

The Ute would not run on LPG and was really chewing through the petrol. I took it to Steve at Tidy Cars (next door to my work) as he knows a lot about LPG (he's a carburettor specialist) having installed and worked with LPG in its heyday. He had it running in no time, so that was sorted. Next was WOF, Reg and authority card for the Charade.

Leon had been asked to organise scrutineering for the local cars, so asked to use Ray's workshop. I had the car booked for a WOF at work to make sure we would have time to look at it, and for Ray to do the authority card check so I could get the card sorted, but although the WOF check was done, Ray didn't get to the Authority card check till about 6pm, so I failed the WOF because I didn't have a current Authority card. This meant I also failed the audit, as WOF, rego and authority card were on the 'items to check' list.

It was all sorted within 24 hours when Ray grabbed my logbook and form and went down to Motorsport house to sort my authority card for me, issued the WOF, I registered it and the car was legal. It was pointed out during the WOF check, that my front tyres were not only stuffed, but had big chunks of tread missing. That meant a late call to my sponsor on Wednesday to order 2 extra tyres. As usual, Neil's Wheels came through and a quick trip to Upper Hutt and I had two new tyres to add to the two I already had.

Another late decision saw Webster helping me on Thursday night to change the front brake pads and also after carrying a new CV joint to every rally for the last 5 years, I finally fitted it to the RH side. Ray wanted me to add a bit more roll cage padding, so I spent Friday morning, finishing off the car after a quick trip to Lower Hutt for the padding and a balaclava (something I had been meaning to buy for a while).

I have a new in car camera setup, but ran out of time to wire it up. I loaded the car onto the trailer and set off ½ an hour late to pick up Neil and Webster from Neil's place and we were off over the hill to pick up Brian on the way through Greytown. Although we were staying at Carterton and the car didn't need to be there, I decided to take the car to Masterton where we had to go through documentation, because they were holding a ceremonial start and though it was only compulsory for National Championship competitors, we were encouraged to go over the ramp too.

Even though I had no need to go over the ramp, I wanted to support the event and put on a show for the locals that take the time to come and see the cars. I had Webster & Neil take the car off the trailer so it would be ready to go as soon as the livery could be stuck on. The problem was that they started the ceremonial start at the same time as they started documentation, so by the time we got back to the car, it was all over. What a waste of time!

She was only a whiskey maker, but he loved her still.

Day 1. "Dave the dentist"

Saturday dawned overcast, but fine and we set off for the start. The roads on the first day were different to previous years, so were going to be new to us. For some reason unknown, the Terratrip stopped working on the day, so we were going to be using the cars odometer.

Off into the first stage, everything felt good, the car felt good, I felt comfortable with it and the road ahead. I was getting into the groove fairly quickly, when just as I was about to lift off to enter a medium right, there was a horrible (but not totally unfamiliar) noise. I still had a bit of drive but the banging was unbelievable, so pulled to the side of the road. Brian jumped out with the safety triangle to warn Brendan & Andrew (they were the only car behind us) as I jumped out to see what the problem was. I discounted the stripping of 2nd gear, as I had done that 4 times before and the noise was different, was still there when the car was in neutral and I still had a bit of drive.

I thought it may be a CV joint, but the drive shafts weren't turning and noise was still there. I thought maybe my diff had let go and was interfering with the gears. We filled out a temporary withdrawal form and accepted a tow through the stage. After 9 years of rallying, my first DNF was to be 2km into the 1st stage! The first DNF of the event! While being towed out, I realised that the noise was only there when the motor was running. I had the motor off most of the time, but turned it on so I could have boosted

brakes on the downhill sections. I worked out that I must have only taken a tooth or two off 2nd gear and the banging was the gears meshing up again after the gap. The recovery left us at the end of the stage, with no cell coverage to inform the crew where we were.

We asked an official to radio through to inform them when they got to Alfreton for the 1st service. That would mean 1.5 hour wait. I didn't like this and put my thinking cap on, to work out how I could continue. I decided that if I drive the car through the banging until I smashed the remaining teeth of 2nd gear, I could rejoin and finish the rally without 2nd gear. After confirming the direction the boys would come to find us, we set off down the road with the car banging and thumping, past a couple of locals wondering what the hell we were doing.

The jarring was uncomfortable and the banging annoying, but within 20-25km the gearbox only made a slight noise and selecting 2nd gear only found another neutral. We met the boys a few km from the service park. They had seen the notice saying we were off in SS1 and Webster got excited at the prospect of hassling me about it for the next couple of years (who needs friends?)

We headed back to the service park to rejoin for SS4. While waiting I talked to a few mechanics, who seemed surprised at my logic and decision to remove the remaining teeth on the gear, but it worked. Leon arrived and was the only person to have cell phone coverage, so we rang a wrecker to try and find a gearbox to fit next service or later that night.

Unsuccessful, we decided to carry on for the day as is, while deciding whether or not to travel back to Wellington to fit another gearbox. Then I remembered the differing axle options and didn't know if my axles would fit into the spare box I had access to, so we decided to just change the gearbox oil in the hopes of clearing out as much of the bits of metal floating around in the box as possible and finish the rally with what we had.

SS4 was a challenge for everyone with its tight & twisty uphill muddy farm track section. We heard that 4 cars had fallen off during reccy and Adam & Jilly had had to take a second go at one point, to get up the hill. If it was a challenge to the Evo's & WRX's, it would be a bigger challenge to the 2wd cars, so how was I going to get up it in 3rd gear?

We did it, but it was very very hard work! We lost a lot of time to everyone but we were still going. Having to be in a gear higher than you should be adds a huge challenge to the event and you have to adapt to a different driving style. I did not just have to attack the corners faster to keep momentum; it also affects your confidence entering a blind corner as you don't have that low down grunt to power out of a problem if you get it wrong.

Some hairpin corners that I would slow down and drop into 2nd to power out, I just left my foot in it and threw the car at the corner (with my eyes closed!) hoping for the best. When things didn't work too well, I had to punch or ride the clutch to try and t the revs back up on cam. To add to the issues, the car had developed a misfire at higher revs and every now and again the gear selector would jam up and I couldn't select a gear.

When this happened, I would have to come to a stop and force the selector around until I could find 1st gear. Despite this, we were having fun and it was almost as big a learning curve as Brendan was on, doing his first rally. There are things I can take from that and use when I have all my gears to choose from. On the last stage of the 1st day, we beat Brendan and even beat one of the NZRC Fiestas.

Servicing the car mid rally . . . a first!

After many years of Webster hassling me because all he gets to do is put petrol in the car, I had him and Neil working away changing the gearbox oil and I changed the spark

plugs. Neil gave the car a quick wash and I took it for a quick test drive before we headed off for dinner and a beer.

Day 2

Back into it and on familiar stages, fun was the name of the game and we had plenty of it. We were still having selector problems, but I could at least find reverse if I needed to (I only found it once on day1 and that took a while) and finally we were able to give Brendan and Andrew some advice during the day.

With plenty of rain over night, the roads were damp and soft. On our 2nd run through Bartons Line I threw the car into the two hairpin corners without lifting off, just as I had done the day before, but the road was soft and cut up, meaning I lost all my speed sliding sideways and had to hook 1st to pull me out both times.

Neil was keen to work on the car, so I asked him to tighten my fan belt as it had started to squeal on start-up. They found the spare belt and fitted it as the old one had apparently picked up a lot of tiny stones and embedded them into the 'V's. Back out there, the rain started just as we lined up to start a stage. It bucketed down for the next couple of stages, making the roads slipperier, something I didn't need. That meant I should slow down a bit more before the corner, but I couldn't afford to as I didn't have the gear to accelerate out of it.

Leaving Mangaone 2, we saw a Mirage parked up, bonnet up & steam pouring out. We stopped and left them with 3 litres of water, so they could get back to service. This rally uses the best roads in the country and the final couple of stages were so much fun, I barely noticed the lack of 2nd gear! So as promised, I brought Brian home to the finish of another rally.

Although we were classed as non finishers on the results, I still consider it a finish. Once at the finish, there was a lot of confusion as to what we were supposed to be doing. The class winners were going over the ramp, the rest of us were waiting for instructions. The road book said we were to go over the ramp, the regs said it was optional, but encouraged.

We were parked up and then not told anything until procedure was questioned. After a while we were told that we had to wait till 4:30pm then we could leave. We asked about the ramp and no-one knew what was happening. I may have spoken up a bit loud as the CRO's arrived to find out what the problem was. They told us we could drive over the ramp if we really wanted to, but it sounded more like a "will you shut up if we let you" than encouraging us to, but I knew Brendan and Andrew want to go over the ramp to signify finishing their first rally.

So a bunch of us set off on our own and went over the ramp. The TMC crew didn't look that impressed as I think they wanted to pack it up. We stayed to support the prize giving even though we weren't classed as finishers and it meant we didn't get home till 11:30pm.

I like to support the event, plus support Adam & Jilly who won their class and Adam came 4th in the NZRC Classic, while Jilly came 3rd Co-driver. Well done team!

The thanks. . .

I would really like to thank Brian, Webster and Neil for their help and support. Rallying is a team effort and I am lucky enough to have a great team!

Dave Wilce

When cannibals ate a missionary, they got a taste of religion

This Month's Photos Wairongamai Rd by Len





No matter how much you push the envelope, it'll still be stationery

Waiorongomai Road Gravel Sprint - 3 October 2010

The Levin Car Club held their annual gravel sprint at Waiorongomai Road, Otaki on Sunday 3rd October 2010. The event was also a round of the WMSA Gravel Sprint Series.

The Kapiti Coast area had double the normal amount of rain during September but fortunately Sunday 3rd October was a beautiful day and the drenching the road has received had not affected the surface at all. Dust was a problem as the day wore on but a light northerly breeze stopped the dust cloud from settling over the road. A contingent of 28 drivers were at the drivers brief. Most drivers were familiar to followers of local motorsport but it was good to see some new faces as well as some returnees - David Hjorring (Toyota Starlet) from Taranaki, Matt Patterson (Datsun 1600) and Chris Hayman (Ford Escort). The cars were divided into the usual classes - Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D over 2000cc, and Class E all 4WD cars which guaranteed David Hjorring a class win as he was the only entrant in the small car class.

This competition is a sprint through the sand-dunes, around a cone at the end of the road and a race back to the start line. The event can be won or lost at the cone, so we were interested to see how the competitors would acquit themselves at the end of the road. After a practice to ascertain the road conditions the three official stage event was



under way.

Adam Bligh (Mitsubishi Lancer EVO 6) turned up at the event after a brilliant result at the Wairarapa Rally so with all that road time you would expect him to do well - and he certainly did; 1:32.05 was his time on the first run which was over four seconds quicker than second placed driver Tony Dixon (Subaru Impreza), who also did very well at the Wairarapa Rally. Third on Run one was a great start for Geoff Warren (Subaru Legacy) in a time of 1:41.95. Jeff Ward also started well in his Lexus powered V8 BMW, as did Anthony Paroli (Toyota Starlet Supercharged) and a brilliant sixth place from Paul de Rose in his little 1600cc Mitsubishi Mirage. It was a good opening start for most drivers while the conditions were a little cooler and less dusty. The only dissenter to that comment would be Chris Hayman who "beached" his Escort off the road and into a fence on the corner before the cutting on the way back to the finish line. The car was extracted from the fence before the tow truck arrived and surprisingly there was almost no damage to the car or the fence and Chris was able to continue.

Run 2 - and the temperatures rose and the dust swirled higher. But that didn't stop Adam Bligh taking another couple of seconds off his previous time to retain the lead. Tony Dixon also improved by two seconds so their differential remained at about four seconds. Geoff Warren had a difficult run and lost third place as Anthony Paroli, Jeff Ward and Paul de Rose stole passed him. Kevin Blackley in his Ford Escort also forced his way into contention as did Murray O'Neil who was double driving the BMW with Jeff Ward. Other drivers who looked good on the road were Graham Heath (Nissan Pulsar), Brendon Glendinning (Toyota Corolla), Matt Patterson (Datsun 1600), John Esler (Ford Escort) and the Corolla shared by Callum and Ross McKenzie.

And so to the final run! Adam Bligh struck a problem at the start of the final run and was hurriedly swapping his wheel studs front to rear, rear to front to (hopefully) enable him

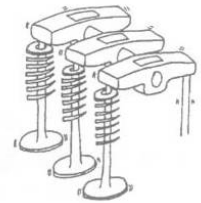
to finish his last run. Job finished, Adam did his final run but was slower than his time in Run 2. However for Tony Dixon run 3 was a big disappointment as he lost a lot of time over his run 2. Tony's run 2 time was his fastest and so the day ended as it started with Adam and Tony first and second. Third place overall was Anthony Paroli (who was also the first 2WD car home) and he was almost 2 seconds quicker than his time in run 2. A brilliant fourth place for his 1600cc Mirage was a significant reward for Paul de Rose who just pipped fifth placed Jeff Ward's fast finishing BMW. The second half of the Top 10 were Geoff Warren 6th, Murray O'Neil 7th, Graham Heath 8th, Kevin Blackley 9th and Chris Hayman (recovering well after his indiscretion with the fence) 10th. We must also mention an improved performance from Phil Glenny (Toyota Starlet) who was 11th. In the classes it was David Hjorring in his Starlet who won class A; Class B was won by Paul de Rose, with Brendon Glendinning second and Michael Mortensen (Toyota Corolla) third; Class C was won by Graham Heath with Kevin Blackley second and Chris Hayman third;



Class D was won by Anthony Paroli with Jeff Ward second and Murray O'Neil third and in Class E Adam Bligh was the victor followed by Tony Dixon with Geoff Warren third. In the WMSA Gravelsprint Series there has now been five events with just two to go (Puketiro and Dorset Road) and at present the lead is shared by Anthony Paroli and Tony Dixon with 99 points, Graham Heath has 94 points and Murray O'Neil has 93 points. So it is still very close at the top. Another great event from the Levin Car Club.

Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!



Note: We trust our informants' 100% and would never question their reliability!

It seems that Neil's next vehicle in the collection may be an ICECREAM VAN. Now most people, when near an inorganic waste collection are glad to get rid of some stuff (believe me - Neil needs to!) However, I am reliably informed that the collection near Neil resulted in him removing two TIP TOP ice cream signs from the bin!??

A rubber band pistol was confiscated from algebra class, because it was a weapon of math disruption.

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Shelley Bay

The Wellington Car Club held their annual Shelly Bay Sealed Sprint on Sunday 26th September 2010. The weather has been very wet lately (you may have noticed) but the damp surface at Shelly Bay was soon dried by the wind. Unfortunately the northerly wind was so strong that it made the day quite unpleasant and as Shelly Bay Road faces the north, the entire course was very exposed. Very different from last year when a southerly was blowing and we were, apart from at the start line, treated to almost sunbathing conditions. However 30 brave drivers were registered as starters on the day. Most were well known local drivers and many were also chasing honours in the Duncan McKenzie Sealed Series Championship. The field was divided into the usual classes :- Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D over 2000cc and Class E all 4WD cars although there were no cars registered in Class A. We have lamented the lack of entrants in the small car class in the past (as it is an excellent and cheaper way to start in motorsport) but it looks as though the trend is continuing. Maybe a few more Hayabusa engined cars will make everyone sit up and take notice of Class A!



We have been covering events for quite a few years now and I think I can say without a doubt that this event featured more accidents than any we have ever attended (excluding rallies which because of their length and unknown roads can often extract a high casualty rate). I'm not sure of the reason for the attrition this year - apart from perhaps being blown off course!! - but I do wonder if the changed road conditions had an effect. The council had done some resealing in places (mainly on corners it seemed) but unlike the rest of the coarse chip surface this reseat was smooth asphalt. Imagine a cars warm tyre picking up bits of stone chip which adhere to the tyre and then arriving on very smooth asphalt at the corner - sounds like a bit of a recipe to skate off the road on the chips stuck to the tyres. Well, whatever the reason, it certainly created accidents although some were definitely mechanical in origin. Accidents, or near misses that possibly could be attributable to the road, were the extremely wide drift by Ron Scanlan (Mitsubishi Lancer EVO 3) at the Lighthouse, a spin from Webster Gough (Toyota Starlet Turbo) at the finishing line (managing to cover the car in mud and not "bending" anything), hitting the bank and then spinning at the first corner - Leon Cast (Toyota Corolla) and the huge accident of Victor Yuen (Toyota Corolla) at the same corner. Leon was able to drive his car back to the pits (although he was out for the day) but Victor's car was substantially damaged. The marks on the road indicate that he got around the corner but lost it towards the bank. A correction set the car off towards the sea where it left the road and dropped about four metres (hitting a large rock on the way down) which tipped it upside down into the water. Both Victor and his co driver were treated by the Wellington Free Ambulance at the scene and we sincerely hope the very popular Victor and his mate are OK. His car however looks in a sorry state. There were two further accidents, one involving Ian Hosler (Nissan Skyline) who finished his practice run only to have his back drivers side wheel shear off which ploughed his car into the bank. Ian was OK but he could not continue in the event. Shane Atkinson (Honda CRX) was also doing very well in practice when his car suffered apparent ball-joint failure about two thirds of the way through his run which launched the car off the road and on to the rocks. His car was also badly damaged and had to be lifted back onto the road by a crane to beat the incoming tide. Shane was taken to hospital as a precaution and again we sincerely hope that he is feeling better today.



So with all these other things going on, what actually happened as far as the results were concerned? Well after a practice (and a bit of a car clean-up) the event itself was under way. Quickest on Run 1 was Ryan Stevens (Mazda RX7) who was timed at

1.18.3. Second was John McAndrew (Subaru Legacy) whose slightly smoky trail didn't appear to effect the performance of the car at all. Third was a brilliant run from Geoff Warren (Subaru Legacy RS) with Tony Burrowes in his Targa Subaru Impreza WRX fourth and ex Duncan McKenzie champion Ron Scanlan in fifth. Nick Tollemache was next only .10 of a second behind Ron and giving away a lot of engine size in his 1600cc Toyota Levin. Both Marty Smith (Subaru Legacy) and Mike Welsby (Toyota Starlet) were also doing well.

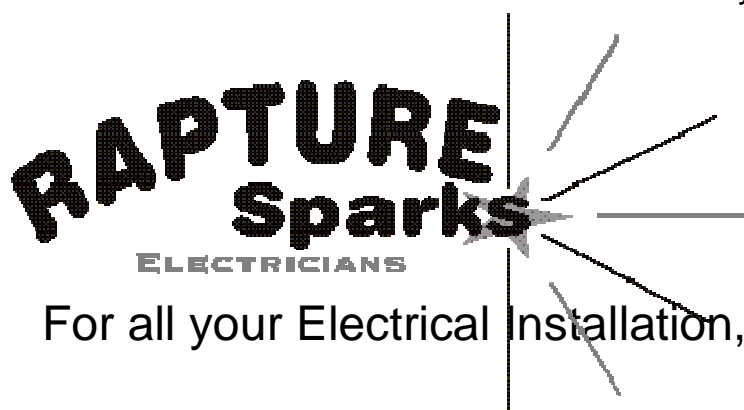
Run 2 saw a change at the top with Ron Scanlan seizing the lead with a time of 1.17.23 Second was Ryan Stevens with John McAndrew now third. Geoff Warren was holding fourth place ahead of Tony Burrows who was just ahead of Marty Smith. But it was very close at the top with only two seconds separating the top six drivers. Nick Tollemache, Andrew Thomson and Victor Yuen (all in variations of Toyota Corolla's) were leading class B, with Craig Bartosh (Ford Escort) leading Class C.

Run 3 was the final run and Tony Burrowes made an all out effort to win the event with a time of 1.16.57. Second was Ron Scanlan with a time of 1.17.23 and third was an excellent drive from Ryan Stevens with a time of 1.17.46. Ryan was also the first two wheel driver home. Fourth, fifth and sixth were a trifecta of Subaru Legacy's driven by John McAndrew, Geoff Warren and Marty Smith, the three cars being separated by a mere .60 of a second!! Seventh place was an excellent drive from the second two wheel drive finalist Mike Welsby and eighth overall was Nick Tollemache. Ninth was Wanganui's Alan Austin in a Series 6 RX7 and tenth was Webster Gough who won this event last year, but admitted that he wasn't having a good day. However Webster's final time of 1.21.22 wasn't too bad. In the classes it was- Class B Nick Tollemache, Andrew Thomson and the unfortunate Victor Yuen, Class C Craig Bartosh, Glen Baker-Clemas (Nissan Pulsar) and Dick Butters (Nissan Pulsar), Class D Ryan Stevens, Mike Welsby and Alan Austin and Class E Tony Burrowes, Ron Scanlan and John McAndrew. It would appear that even though he finished out of the points at this event that Webster Gough is still leading the Duncan McKenzie Sealed Championship.



Another great day out for the Wellington Car club and our appreciation goes to all the marshalls who stood there in those very windy conditions. Also we can't go without mentioning Bernie Keith - this guy has just got to be the most pleasant, helpful and friendliest Clerk of the Course anywhere and its a pleasure attending Bernie's events. Bernie for Mayor!!

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The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

.Wellington Motorsport Association Calendar 2010

Contact the HCCC convenors if you want to find out more about an event (like regs and entry form) for email updates of the WMSA Calendar contact the secretary wayne.gair@kapiticoast.govt.nz

Month	Date	Event	Location	Club
November	7	Sealed Hillclimb	Wairarapa	Admiral Road DM
	13	Classic Race	MG	Manfeild Nat
	14	Classic Race	MG	Manfeild Nat
	14-20	Rally (Marathon)	Marathon Rally	Silver Fern Nat
	22	WMSA Meeting (Calendar)		
	28	Autocross	Harbour Capital	Slipway, Brooklyn
December	5	Intermarque Sprint	IMC/Fiat	Manfeild IM
	12	Gravel Sprint	Wairarapa	Dorsets Road GS

Abbreviations:		Stewards:		Organising Club:	
KN	Kim Naylor Autocross Series	AW	Alan Wright	HC	Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series	BS	Barry Swanerton	HV	Hutt Valley
ST	Stewards Trophy Motorkhana Series	GG	Gordon Gandy	W	Wairarapa
VB	Vesta Battery round of ST Series	GM	Gus McMillan	K	Kapiti
GS	Gravel Sprint Series	JR	John Rapley	WG	Wellington
RS	Rally Sprint Series	PT	Paul Te Punga	M	MOWOG
CR	Central Region Rally Series	SM	Stephen Marks	T	Triumph
IM	The Surgery Intermarque Sprint Series	WG	Wayne Gair	MG	MG

Club merchandise

It is great to see the club shirts at events as they are quite striking; Navy blue and yellow with the club logo on the front and 'HARBOUR CAPITAL CAR CLUB' in yellow on the back. If you would like one of these shirts they are only \$45 each. I will be bringing them to events so come and see me or you can order via the website. We have hats too; they are \$20 each in navy blue with the club logo on the front.



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Brett Martin takes Puketiro Road Puketiro Road Hillclimb - 17 October 2010



The Wairarapa Car Club held the penultimate round of the WMSA Gravelsprint Series at Puketiro Rd Carterton on Sunday 17th October 2010. A great turnout of thirty six drivers were on the start-line for drivers brief on a day which was fine but a little windy. However the wind wasn't as bad as forecast and at least it cleared the dust from the road after each car had passed. Most drivers were well known locals although Keith Stewart (Ford Escort) and National Championship competitor Brett Martin (Mitsubishi Lancer EVO 9) were welcomed, experienced drivers from outside the WMSA area. It was also interesting to see Subaru WRX pilot Gary Leach had left the Impreza at home and turned up in a very nice looking Mark 1 Ford Escort. Richard Mason was also at the event and, fresh from his emphatic win in the Wairarapa Rally, he was really on the ball. The field was split into two parts to accomodate the six double driver cars and Richard used the event as a test day by running in each part run. This meant he had double the number of runs of the other competitors and so was ineligible for a placing in the event. Richard won't be mentioned again in this article but it should be noted that his fastest time of the day of 74.38 seconds was quicker than any other driver. The field was split into the usual classes - Class A 0-1300cc, Class B 1301-1600cc, Class C 1601-2000cc, Class D over 2000cc, and Class E all four wheel drive cars and after a practice run on the road the drivers then had three official runs to show their metal!



It was current WMSA Championship leader Tony Dixon (Subaru Impreza WRX) who led the field after the first run with a time of 78.91 seconds. Tony was followed by local Roger Brader (Nissan Pulsar GTi-R) in a time of 81.95 seconds with Brett Martin's EVO 9 third in a time of 84.98 seconds. The road seemed a little slippery earlier on with a number of cars struggling with the road surface (which was still quite well shingled) so it was unsurprising that the four wheel drive cars surged ahead. Marty Smith (Subaru Legacy) had a great start to be fourth quickest. In the two wheel drive classes it was Paul de Rose (Mitsubishi Mirage), fresh from his class win at Wairongomai Rd, to lead the

field with an excellent time of 86.70. Murray O'Neil (Mitsubishi FTO) in his great sounding V6 was second in a time of 88.57 seconds. Graham Heath (Nissan Pulsar) was third and narrowly led the way from Kevin George (Toyota Levin) to be followed by Chris Hayman and Keith Stewart who were separated by only 0.01 of a second and was the start of a day long battle between these two drivers. We were also mighty impressed by Todd Brooks who piloted the 1300 Toyota Starlet over the course in a



time of 92.96 seconds which was a great time.

On Run 2 Tony Dixon held the lead in a time of 77.06 just edging out Brett Martin who registered 77.94 seconds. Third was Roger Brader and fourth was Marty Smith. Again the two wheel class was led by another great time from Paul de Rose (84.48) with Graham Heath second (85.84) and Murray O'Neil third (86.32).

For some reason Anthony Paroli (Toyota Starlet Supercharged), who had won first two wheel drive car at the previous event, seemed off the pace today and his time of 86.74 was indicative of that. Mind you, there would have been plenty of drivers pretty pleased to have that time!!!! Brent Miller (Toyota Corolla) had upped the ante and snatched the Class A lead from Todd Brooks and Michael Mortensen (Toyota Levin) was having a great day in Class B. Gary Leach was steadily improving in Class C and Chris Hayman and Keith Stewart were really battling it out. In Class D Mark Kibble was coming to grips with Anthony Paroli's Starlet and Callum McKenzie was just edging out his dad Ross in the Corolla.



And so to the final run. Brett Martin threw everything into his final run to register a time of 75.55 seconds which was the quickest time of the day. Tony Dixon's final run was not as good as his time in Run 2 but his Run 2 time was good enough for second place. Third overall was Roger Brader and fourth was Marty Smith.

I would imagine all of these drivers would be happy with their days work! The rest of the Top 10 were :- Paul de Rose 5th (a brilliant result for his class B car), Graham Heath 6th (another consistent effort from the current WMSA Champion), Murray O'Neil 7th, Anthony Paroli 8th, Chris Hayman 9th and Keith Stewart 10th. In the classes it was Brent Miller who took Class A from Todd Brooks and Greg Ordish (Toyota Starlet), Class B was won by Paul de Rose with Michael Mortensen turning on a brilliant final run for second with Kevin George third, Class C was won by Graham Heath with Murray O'Neil second and Chris Hayman finally pipping Keith Stewart by .08 of a second to take third, Class D was won by Anthony Paroli with Peter Langdon (Toyota Corolla V8) second and Mark Kibble (Toyota Starlet Supercharged) third and in Class E the victors were the first three place getters - Brett Martin, Tony Dixon and Roger Brader.



In the WMSA Gravelsprint Series even though Tony Dixon was second today Brett Martin is not a member of a WMSA club so his position is ignored for WMSA points. Therefore Tony Dixon, Anthony Paroli and Graham Heath all scored the maximum 20 points and Murray O'Neil scored 19 points. With only one round of the championship left these are the only four drivers who could win the championship. Anthony Paroli and Tony Dixon are on 119 points, Graham Heath is on 114 points and Murray O'Neil is on 112 points. The next placed driver appears to be Brian Craig on 78 points but even with 20 points on offer at the final event (Dorset Road) Brian doesn't have enough accumulated points to affect the four front runners. And so it should be a real good showdown at the final event in the Wairarapa on the 12 December 2010. Well done to the ever reliable Tracey Stringer and Warren Forbes for another great event.

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