

WHEELSPIN

August 2014

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

How our Wairarapa Rally ended!

Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3rd Wednesday of the month, 1841 Disraeli Street Johnsonville, 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

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday the 6th August 2014 @7:30



Somewhat busier month for me luckily (well, luckily for the people around me anyway, as I was going a bit stir crazy from low levels of motorsport).

First off was Kaihinu Road, which is my all time favourite sprint, with the very challenging and narrow road definitely suiting my low power Corolla!

There was a bit of a build up to the event, as I was trying to track down a new set of wheels before the event. The wheel supplier sent the wrong set of wheels down, so had to send down another set. Unfortunately it was via Fastway (surely that name must have been chosen ironically), so the replacement wheels arrived at the depot on the Saturday morning before the event. Apparently the instructions for delivery that they needed to call me and I would collect the wheels was just *way* too complicated for their poor little brains to cope with, so they just didn't. Luckily I knew that the chances of them doing anything right were fairly low, so I just turned up at their depot anyway. Only it was locked. So I just pounded on the door until somebody turned up to see who was trying to knock their door down ... eventually they did find the boxes, and I took them away. Luckily for me, Neil was able to fit the Dunlop Starspec tyres on the wheels straight away, which meant that it was possible to use them. Although I had to borrow some wheel spacers for the rear wheels, as they're just on the point of contacting the strut.

As an aside, it took Fastway from Monday until Thursday to collect the incorrect wheels that were sent to me, from outside my garage.

Why you ask, did I not drop the wheels at the Fastway depot, for them to take North again? Because Fastway can't do that, they can only arrange freight forwarding from Auckland, then the order is sent to Wellington, and then the courier will (eventually) come and pick up the package.

Thus continues my 20 year run of near 100% incompetence from that particular outfit!

The race day started in the middle of the night, as it always does with that particular event, I think I was meeting Brendon, Stacey, and Paul at Mobil J'ville at something like 5am. I've blacked out the exact details, because it's just far too gruesome to recall.

I think we convoyed North to the event, and did doco and scrutineering. But again, it's possible that I just sleepwalked through that :)

Poor old Andrew Thomson wasn't having a great run of it though, as his Falcon ate a wheel bearing somewhere just South of the event, so alternative transport had to be arranged to get the race car to the start line. Seemed to be a bit of that going around though, as David Graham was also late, along with Andrew Thomas.

I was a bit tentative on the first run, as I don't want to be "that guy" who crashes on practice, and I was running green and untested by me tyres. The road was very very mossy on the first couple of corners, more so than usual I think, but the rest of the road seemed in pretty good shape. Also unlike last year, it wasn't soaking wet, so that was in itself most excellent.

Tim Sillay had a bit of a rough start to the day, with a minor off road excursion meaning that they ended up taking the bodywork completely off the Mallock U2 racecar, so it looked like he was just driving a roll cage back to the pits. Considering that it looked like his car was attempting to kill him right from the start line, a mere brush with the scenery, and being able to continue with only minor repairs was quite an achievement.

Andrew Thomson had a lovely complicated spin (caught on in car camera and on YouTube), but didn't actually touch anything in the rotation process.

Andrew Thomas slid off the outside of the downhill left that everyone crashes at, and put the AE92 part way through the fence. It was only a flesh wound though, so a windscreen and some minor repairs should see him back in action again.

Brendon and Stacey had some interesting handling issues, resolved by tightening up a hub bolt that was trying to escape.

I was having a great old day, enjoying the new tyres immensely, as they are a bit harder to get temperature into than the Kumho's, so I was getting a bit more slide out of the back end than I usually do. So that was a bit of fun. At the end of the day I think I ended up going about a second faster than I managed in 2013, so I was pretty happy with that, considering I was running on what are high performance road tyres, rather than semi slicks. I think that the addition of the plate diff to replace the viscous probably helped a bit to make my Corolla a little quicker this year, offsetting the tyre change.

Andrew Thomson's "interesting" day wasn't over yet though, as the borrowed 4x4 that he was towing his tow car home with, and then lost a wheel. So he was very happy to eventually get home again.

My next event was navigating for Brian Craig again in Rally Wairarapa, with again another distressingly early start to the day, and a slippery drive over the Rimutaka's to meet up with Brian and the crew (Webster and Al) who were already over in Masterton.

Our day didn't start marvellously well, as we arrived at the ceremonial start with only minutes to spare, with no working rallysafe, and no time card. Luckily the rallysafe crew were able to diagnose and repair a disconnected earth, and a quick visit to the CRO (Competitor Relations Officer) got us another time card. Another long tour and we were at the first stage!

From there it went pretty well for us, and other than the crew putting in petrol, oil, and doing a couple of sump guard damage checks, it was plain sailing.

We passed I think six cars during the first stage, with various mechanical ailments, or off road excursions having taken them out of contention. A couple of times I could see the crew, and a safety triangle, but absolutely no sign at all of a car (or even tyre marks). It was quite uncanny, and definitely shows how possible it is to completely "lose" a car, even on a gravel road.

When we got to first service, Webster advised me that he'd spent a lot of time adjusting the audio settings in my Corolla (which we were using as a service barge for the day). I'm pretty sure that was the hardest bit of work he had to do on a car that day!

With the event being run in July, the roads were a heap softer than we had experienced, so the poor little AE82 was spending a lot of time grading the road, and the new sump guard managed to take a bit of a pounding. Occupational hazard of plenty of rain though I guess.

On the first stage after the final service we were caught by a Starlet who was doing his first stage of the day (pedal box conked out I believe) and elected to start behind us. Unfortunately we couldn't really get out of the way as the roads towards the end of the stage were quickish and well carved up. Plus, we were in the rally, whilst the Starlet was just doing the last few stages to get some miles in.

We swapped places with no drama before the next stage.

I note with some amusement since then, that a few people who knew nothing whatsoever about the situation decided to have internet opinions on us not getting out of the way. As the guys in the Starlet weren't themselves at all worried when we spoke to them, and weren't even in the rally (as far as results / being classified as being finishers) at that stage, I decided to leave the internet folk to carry on with their opinions without input from me. Opinions are like bellybuttons, everyone has one.

On the last stage of the day, we passed Jeff Ward, who had unfortunately had a big lose in the newly purchased AE82, and was upside down in the middle of the road. Unfortunately the car is uneconomical to repair, so has been parted out.

Dan Hole bounced his lovely shiny new Datsun 1200 off a bank, and ended up mostly blocking the road (we squeaked past) but I'm glad to say that his car was merely a flesh wound, so while he didn't finish the event, it is all fixed again now.

I believe that we finished ahead of the crew in the Skoda, and possibly also Sumo racing. So that's a pretty solid sort of a finish for us, as we tend to be a fairly good contender for last place in most rallies ;-)

My final skids for the month were at the Motorkhana and then Autocross held up at the back track of Manfeild.

I dusted off the Integra, for its last race outing with me, and headed up there for the day.

It was a bit of an interesting cross section of cars up there, with heaps of full on race cars, and even a few rally cars too. So I was feeling a little bit outgunned driving up there in a standard road car, and changing my wheels over in the car park!

I think Manawatu might be going through the education process with some new competitors, as there were a few cars that were at scrutineering with some issues that stood out a bit to me (bonnets that were mostly hole/vent, cars with no door cards at all, holes in floors, short sleeved overalls). But that sort of thing can be an issue when you get a lot of new competitors, so with some education people can usually sort stuff out the next time around.

There was a four test motorkhana, just using very basic tests which only took 20ish seconds a run (slalom, cloverleaf), no reversing or anything required. Good fun in the Integra, and with four runs at each there were plenty of chances to try again if you did happen to screw the pooch. I managed a half spin in a slalom, and almost ended up in the start box rather than the finish. A bit of a case of enthusiasm overcoming talent, and trying a teeny bit too hard.

I ended up second in that section of the event, behind a Lotus 7 replica running a supercharged zetec (holy cow FAST!!). So that was a bit of fun. Also amusingly in the group of six cars that I was doing the tests with, three of them were also racing with me at the Mangahao Dam sprint.... small world in motor racing.

The autocross was using the full back track, with chicanes set up so as to keep under the maximum straight requirement for an autocross.

Oh my god fun. I love the back track, and the Integra fair hauls arse on tarmac. Absolutely brilliant to drive there, because it is so communicative, with the back end gently stepping out under trailing throttle, and able to be controlled entirely by accelerator inputs.

I had pretty shortish deadline to getting back to Wellington, and I was a bit worried that I was going to end up running out of time before getting out onto the track, so I ended up winding myself up far too much. I got one run in, which I considered to be a bit messy, and I could see a lot of areas where I could carry better speed. So, by the time my second run arrived, I was busy trying to plan all the places I could brake later, or carry more speed, whilst also mentally calculating how long it would take me to get the wheels changed, and drive back to Wellington.

As you can probably guess, this meant that I completely screwed up the run! I passed one car during the run, which was kind of exciting, as I am so used to driving a slow car that can't pass anything. Several laps in a row I managed to shift from second to fifth, and I only started getting my act sorted out on the fourth lap.

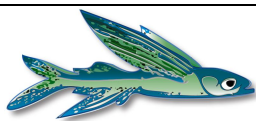
Pity that it was a three lap course.... BUGGER. Yup, I made the classic rookie error, and miscounted the laps, which completely toasted me for results. Ah well.

I managed to get fifth overall in the autocross on the strength of my first run, and second in class. But I shall be doing the "if only" regret lament for a while about that.

Wonder if I could maybe keep the Honda another month before selling it, and have a go again next month.... [schemes].

Right, that's it from me, hopefully I'll see you some place with cones and perhaps tyre smoke!

Leon



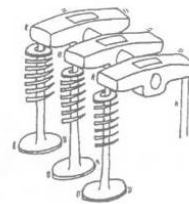
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For All Household maintenance & building,
including General repairs,
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etc

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!

I wish to apologise to all you ladies that I offended with the Ferrari picture & the knickers.

I was a bit worried about it but consulted Linda who said "Well it is motoring oriented, give it a go!"

My only excuse is that I needed a full page and most jokes are not big enough.

So once more "SORRY"

**However, if people sent me MORE ARTICLES & FOTOS this problem would not exist!
Len (Flying Fish)**

AUTOCROSS FANS

For all the club sport competitors looking for a new autocross venue to try out.

SRCC autocrosses run the second Sunday of every month at a venue beside the river at Kakariki (about 10 minutes drive from Feilding and Sanson)

They are gravel, usually about 2km in length at a purpose built venue with lots of different courses that can be made in with the tracks around the clumps of lupin etc.

Be there by 10am. These are great events; most competitors are using old unregistered cars as it is sometimes a bit rough.

Contact for South Rangitikei Car Club autocrosses is Wayne Evans 06 3572204

The dates for the rest of 2014 are

| | | |
|---------------------|------------|-------------|
| 13 July | 10 August | 14 Sept |
| 12 October | 9 November | 14 December |
| 11 January 2015 etc | | |

Email kgstewart@xtra.co.nz or ring Wayne if you have any questions.

Thanks to Nicky Grist for this:



Rally Poland - 2014 Drive DMACK Fiesta Trophy

Local lad, Tom Cave and Craig Parry bagged a number of points on Rally Poland by bringing their Ford Fiesta R2 home in second place. Tom and Craig joined the other DDFT teams in a few days of testing in the region based around the lakes in the Mikolajki prior to the start of the event, which consisted on 3 stages on Thursday afternoon and evening which culminated with the first of 4 runs in the Mikolajki Arena Superspecial stage. Tom and Craig immediately laid the gauntlet down by ending the first day with a comfortable 10sec margin over their competitors.

However the soft sandy roads in Lithuania had been well and truly dug up by the passing of the earlier 4 wheel drives and so the conditions were appalling for the DDFT crews, with many commenting on 1' deep ruts and holes to contend with. Tom and Craig sensibly adopted a cautious approach to reach the midday service on day two with no problems. Conditions were so bad that the afternoon stages were cancelled for safety.



The third day saw more dramas throughout the DDFT field, with several drivers suffering problems. The net result meant that the gap behind Tom to third was more than two minutes so it looked like a two-way fight between him and Parn for the remainder of the day and possibly, the event.

This longest stage was where Tom began his fight back, claiming the win with a margin of almost 15 seconds, to close the gap to Parn to just over 20s. However, Parn responded on the next two stages while Tom again took the win on the second run of the long stage, meaning the two were separated by just 27 seconds with four stages to go on the final day.

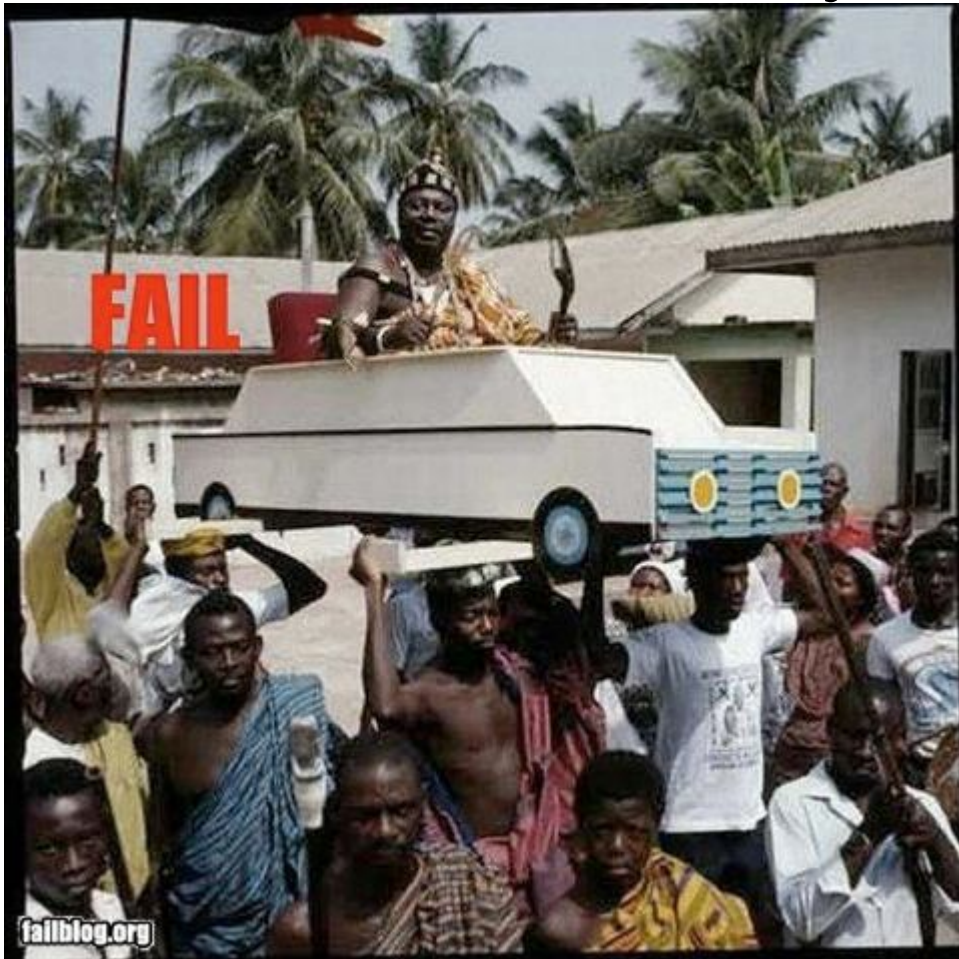
Overnight rain meant that the last four stages on Sunday were damp in places and wet in others. With his second podium finish in sight, Tom started the day with a push but Parn took the advantage on the first and Tom came back on the second so



that, approaching the final stage of the event, the 14.90Km Baranowo Power Stage, Parn was 27s lead over Tom which he managed to maintain.

"I'm pleased with second here this weekend and our second podium finish of the series so far. It's really important to be consistent in a series like this and I'm very happy. I'm really looking forward to Finland now, especially after this weekend and showing the pace that we have. The stages there are quite similar to here and I really enjoyed these high speed roads, so I am very excited." Commented Tom after the rally"

What ? .. a man can't have a hobby ?



A man was driving when he saw the flash of a traffic camera. He figured that his picture had been taken for exceeding the limit, even though he knew that he was not speeding... Just to be sure, he went around the block and passed the same spot, driving even more slowly, but again the camera flashed.

Now he began to think that this was quite funny, so he drove even slower as he passed the area again, but the traffic camera again flashed. He tried a fourth time with the same result..

He did this a fifth time and was now laughing when the camera flashed as he rolled past, this time at a snail's pace...

Two weeks later, he got five tickets in the mail for driving without a seat belt..

You can't fix stupid.

Wellington Motorsport Association Calendar 2014

| | | | | | | | | |
|------------------|------------------|---------------|--|--------------------------|----------------------------------|-------|--------------------------|-------|
| August | 3 | CH,GG TS | Race – Winter Series | M/S Manawatu | Manfeild | | | |
| | 10 | WG | The Surgery Sprint | Triumph | Manfeild | SS | | |
| | 13 | | Night Trial (McCallum) | Harbour Capital | Starts at HVMC Clubrooms | | | |
| | 16 | | Dual Car Sprints – Winter Series R3 | Taupo CC | Taupo | | | |
| | 17 | | Race – Clubmans winter series R3 | Taupo CC | Taupo | | | |
| | 19 | | WMSA AGM / Meeting | | HVMC Clubrooms, Petone | | | |
| | 23 | | Rally – Gisborne Dual Car Sprints – Road & Track | Rally NZ M/S Manawatu | Gisborne Manfeild | | | |
| September | 6 | GG, JR, DE | Race – V8 SuperTourers | MS Manawatu | Taupo | | | |
| | 7 | | Race – V8 SuperTourers | | Taupo | | | |
| | | | Race – Winter Series | | Manfeild | | | |
| | | | Sealed Sprint | | Wellington | | Shelly Bay | DM/Sc |
| | 10 | | Night Trial (McMullan) | | Wellington | | Starts at HVMC Clubrooms | |
| | 14 | | The Surgery Sprint | MG | Manfeild | SS | | |
| | 20 | | Dual Car Sprints – Winter Series R4 | Taupo CC | Taupo | | | |
| | 21 | | Sealed Autocross Race – Clubmans winter series R4 | Hutt Valley Taupo CC | Trentham Taupo | KN | | |
| | 27 | | Daybreaker Rally | Manawatu | | | | |
| | 28 | | Sealed Sprint | Wellington | Shelley Bay | DM/Sc | | |
| October | 5 | | Gravel Sprint | Wairarapa | Puketiro Road | GS | | |
| | 8 | | Night Trial (Reid) | Hutt Valley | Starts at HVMC Clubrooms | | | |
| | 11 | | Rally of the North | NSCC | Paihia | | | |
| | 18 | | Gravel Sprint | Hawkes Bay CC | TBC | | | |
| | 19 | | Gravel Sprint Gravel Sprint | Hawkes Bay CC Levin | TBC Waiorongomai Road | GS | | |
| | 25 | | Race – IRC Series | Taupo CC | Taupo | | | |
| | 26 | | Sealed Sprint Race – IRC Series | Hutt Valley Taupo CC | Port Road, Seaview Taupo | DM/Sc | | |
| November | 27 Oct -7 Nov | | Targa NZ | Targa | North & South Islands | | | |
| | 2 | | Sealed Sprint | Wairarapa | Admiral Road | DM/Sc | | |
| | 8 – 16 | | Silver Fern Rally | Marathon RC | South Island | | | |
| | 15 | | Race (MG Classic) | MG | Manfeild | Nat | | |
| | 16 | | Race (MG Classic) | MG | Manfeild | Nat | | |
| | 17 | | WMSA Meeting (Calendar) | | HVMC Clubrooms, Petone | | | |
| | 30 | | Gravel Sprint Sealed Sprint | Wairarapa Dannevirke | Dorsets Road Blairgowrie Road | GS | | |

Abbreviations

| | |
|-----|---------------------------------------|
| KN | Kim Naylor Autocross Series |
| DM | Duncan McKenzie Sealed Sprint Series |
| ST | Stewards Trophy Motorkhana Series |
| VB | Vesta Battery round of ST series |
| GS | Gravel Sprint Series |
| RT | Road and Track Sprint Series |
| RS | Rallysprint Series |
| IM | The Surgery Intermarque Sprint Series |
| Nat | National meeting |
| NT | Night Trial Series |
| Sc | Ron Scanlon Trophy Series |

Club Contacts

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| Kapiti | 027 446 9986 (Bryan) |
| Wairarapa | 027 627 8005 (Mort) |
| MG | 04 970 8644 (Terry) |
| Intermarque | 027 232 2523 (Alan) |

Stewards

| | |
|----|-----------------|
| AW | Alan Wright |
| GG | Gordon Gandy |
| GM | Gus McMillan |
| JR | John Rapley |
| PT | Paul Te Punga |
| SM | Stephen Marks |
| TS | Tracey Stringer |
| WG | Wayne Gair |

Female Dentist

The female dentist prepares the needle to give the bloke with the toothache an anaesthetic injection.

"No way! No needles, I hate needles!" the guy said.

So the dentist starts to hook up her nitrous oxide gas and the man objects again. "I can't do the gas thing either.

The thought of having the gas mask on my face makes me faint!"

She then asks the guy if he has any objection to taking a pill.

"No objection," the patient says. "I'm fine with pills."

When she returns she says, "Here's a Viagra and a glass of water."

The guy says, "Wow! I didn't know Viagra worked as a pain killer!"

"It doesn't" she said, "But it'll give you something to hold on to while I pull your tooth out."

Home track advantage helps Marshall to victory



Neil Marshall and Richard Carr overcame the poor weather on their way victory on their home track.

Photo: Jason Byrne

Local lad Neil Marshall exploited his home turf advantage, overcoming poor weather to claim the Taranaki Tarmac Rally - last raced in 2011.

Marshall (Evo 8) fell behind early after Stewart Taylor of Hawke's Bay (Evo 10) raced to a 29-second Stage 1 win. But Marshall and co-driver Richard Carr put on a gutsy display, winning six consecutive stages to claw back the deficit and claim first place.

Marshall, who also won the 2010 event, completed the rally in 1:16.46.9, finishing 31 seconds clear of the Hawke's Bay driver. Taylor's second place scored him 86 points, taking his Total Lubricants Rally Xtreme Challenge series total to 265 - 37 points clear of Marshall, who sits third overall.

Nigel Adams and Tanya Gwyne (Evo 5) were the day's other local standouts, performing consistently on their way to third, 1 min 32s back from Taylor and Searle. The pair now sit fifth overall, with 226 series points.

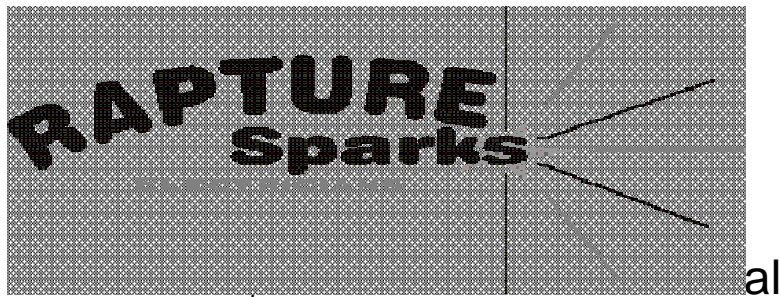
Lee Robson and Glenn Goldring finished fifth in their Evo 5, good enough to secure second in the XT1 class behind Adams. Robson's efforts earned him the Brian Green Property 'Driver of the Rally'.

Taranaki Car Club president Garnett Henderson said Marshall and Adams were impressive, especially in the challenging weather conditions.

Round 4 of the series will feature all new stages, as the drivers head to Coromandel's gravel roads for the VINZ Gold Rush Rally on August 23.

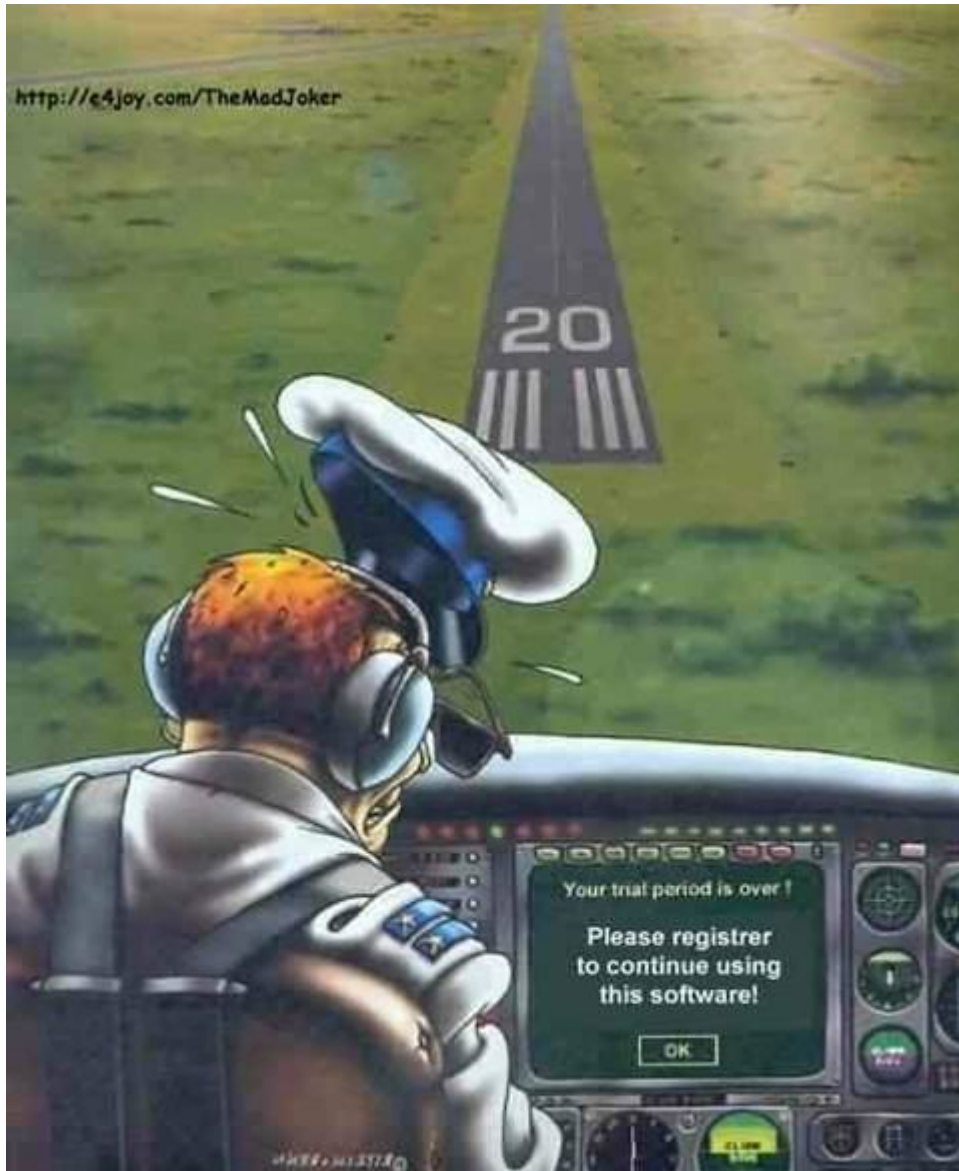
Hawke's Bay's Stewart Taylor (left) negotiated the difficult conditions to finish runner-up; meanwhile, Glen Inkster (Evo 8) didn't fare as well, withdrawing in Stage 4. Photos: Jason Byrne





Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (home)

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100. Great for tidying up your wiring loom



Some guy bought a new fridge for his house. To get rid of his old fridge, he put it in his front yard and hung a Sign on it saying: 'Free to good home. You want it, you take it.' For three days the fridge sat there without anyone looking twice. He eventually decided that people were too mistrustful of this deal. So he changed the sign to read: 'Fridge for sale \$50.'

The next day someone stole it!

Thanks to MotorsportCentral for this article:

WADE NOEDL WINS KAIHINAU AGAIN!

Kahinai Road - 22nd June 2014



Kahinai Sealed Sprint was held on the 22nd of June, the road being just north of Shannon. The event was run by the Levin Car Club and attracted 29 entrants. There were no Class A 1300 cars, but there were a good scattering in the other classes.

On the practice run defending 2013 event winner, Wade Noedl (Subaru Impreza), set the early pace with a quick 1:57.29. Second on the practice was Anthony Futter in his 4WD Corolla back on 2:08.62. Third was Damian Johnson (VR4) slightly further back on 2:09.56. Tim Sillay had an "off" in the valley; thankfully for him the fence/bushes stopped him from hitting a very large bank.



On the first official run of the day, Noedl again was fastest, going quicker than his practice in dropping his time to 1:55.32. He had a lead of 7.8 seconds from David Graham in his super quick Datsun 1200 and third was Damian Johnson on 2:04.06 (0.84 behind David Graham). A further 1.21 back was Alan Austin in his V8 powered RX7.



Futter was fifth on 2:06.69, and he was followed by a group all on 2:07s, Bruce Graham (Pulsar), Sillay (Mallock), Glendinning (WRX), Ebbeling (EVO) and Rule (Civic). Sillay took his time through this run, especially without a rear spoiler holding him to the road. Brendon Glendinning's result was impressive, not having had a lot of practice in his new car and running with gravel suspension and road tyres, which were working hard the whole way.

On the second official Wade Noedl went marginally quick, dropping his time from 1:55.32 to 1:54.98. Moving into second place was Austin, powering his V8 to a time of 2:00.87, 5.9 seconds back from Noedl. Third was Johnson on 2:02.28. Fourth was David Graham using his Run 1 time of 2:03.12. Fifth was Bruce Graham (2:04.79) followed by Futter (2:05.41), Gough (Starlet - 2:06.37) and Rule (2:06.99).

And so to the final run of the day. Wade Noedl reduced his time by a tiny 0.1 seconds down to 1:54.88, he was the only driver to go below the 2 minute barrier, which he repeated 4 times. His times were very consistent with only 2.41 seconds between his slowest (which wasn't really slow!) and fastest runs. Second overall went to Alan Austin getting close to the 2 minute mark, on 2:00.87. He was also the fastest 2WD.



Third overall went to Damian Johnson in his VR4 with a time of 2:02.28. David Graham didn't start his final run but his first official was enough to secure 4th overall, on 2:03.12, and this was more than enough to win Class B by 6.38 seconds. Fifth overall went to Bruce Graham in his Pulsar on 2:04.79. He also took the win in Class C, holding off Rex Vizible (WRX - Sixth) and Anthony Futter (Corolla - Seventh), with their times of 2:05.02 and 2:05.41 respectively.

The top 10 was rounded out with Webster Gough (Starlet) in eighth, Matt Rule (Civic) ninth and Tim Sillay (Mallock) tenth. Sillay's first official was his only run, but with a spoiler back in place he would surely have finished higher.

The final run wasn't successful for everyone, as Andrew Thomas in his Corolla crashed through a fence at the bottom of the valley.

Thanks to Levin Car Club for a great, well organised event.

Wairarapa prove to be a Challenging Rally

Possum Bourne Rally Wairarapa proved a tough challenge to many of the Total Lubricants Rally Xtreme competitors at Round 2, with 18 of the 39 entrants not making it to the finish. However one newly registered Xtreme competitor proved to us all why he is now 5 time New Zealand champion, and competing in his own event, it was always going to be hard to knock him of his winning perch.



Richard and Sara Mason, absolutely bolted out of the gates on Stage 1, and took a colossal 1 minute 33 second lead over Geof Argyle, Neil Marshall third and Taylor fourth through the testing opening stage. Mason continued to extend his lead throughout the day, and the only thing ever going to stop him was a misdemeanour, however the likelihood of that happening was very unlikely. Early departures for one reason or another over the earlier stages by Williams, Kelsey, Malley, Broadbent and Phil Campbell left Argyle, Taylor, Featherston and Marshall having a battle of their own behind Mason. Marshall back on the pace moved into second place after stage 4 but unfortunately came unstuck through the Homewood stage and joined many others on the DNF list with suspension issues, this letting Taylor gain the second place position. So departing the Solway service heading to the final stages of the day Mason had a rather comfortable lead and only had to coast to the end, but with only 35 seconds separating Taylor, Argyle and Featherston the fight was on for the remaining two final positions, which were shared over the final four stages. So on completion of the final stage Mason took the win by a substantial margin, Taylor's advantage was enough to hold onto second, 12 seconds over Argyle with Featherston chasing to the end taking a very credible 4th place. Phil Campbell decided to take a 5 minute penalty for changing his diff outside the designated service area after SS3. In doing this however it enabled him to continue and gather more valuable seat time and this proved well worth his efforts. Although out of the overall results, Campbell put in some great afternoon stage times and is going to feature on the podium in the very near future.

Competitors in the Pre-2000 Class are producing some exciting and tight competition, and 2013 winner Nigel Adams is not being allowed to have it all his own way by his fellow class competitors. Cunningham not deterred



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My sister has a lifesaving tool in her car which is designed to cut through a seat belt if she gets trapped. She keeps it in the car boot.

by the early Mangatainoka start put in a great first stage time beating Adams by 4.3 seconds, with a closely followed Palmer 10 seconds back. Unfortunately for Cunningham this was short lived, as once again mechanical issues let him down which forced him to retire with a frustrating engine miss. The attrition rate continued to climb in this class with Johnathon Shapley's Pink Plumbing Shop Evo 4 retiring after SS2, Johnathon Walker after SS4 and Vizible off road on SS6. Daniel Alexander was putting in some consistent times, but was also punished with issues, however, he did manage to re-join. This left Adams, Palmer and Radovan vying for the overall class honours. Departing the Masterton service Adams had a 50 second lead over Palmer, Radovan in his second rally outing just needed to get to the end to gain third place in class. However engine issues nearly put an end to Adams day through stage 6, then a 10 second penalty received for a late clock into the final stage (and not due to a navigator error !!), left only 20 seconds up his sleeve and he was well aware Palmer would be chasing hard. Palmer got Adams in the last stage, but the buffer Adams carried was enough for him to hold onto the XT1 Class win. Palmer collecting second with a great days drive, and is now sitting overall leader in the XT1 Class on 150 points, Adams 143, Cunningham 125.



Wairarapa saw the return of XT2 Class defending champ Marty Smith on the hope he could continue where he left off from the 2013 season and that was exactly what he did. Although Marty won the first stage it was a tough opener for him with a near roll over and also nursing a sick co-driver, but he still managed to get the better of Alan Smith by 17 seconds. Graeme Eagles still on a high from his debut class win at Hawkes Bay crossed SS1 finish line a further 14 seconds behind Alan Smith. Unfortunately for Eagles he went off in Stage 2. Not being to major he managed to get back to service, make the necessary repairs and re-joined for the last couple of stages.

What is a normal occurrence this left the two Smith's to compete against themselves for the remainder of the day. Once Marty settled down, he gradually extended his lead and won every stage presented to him and won the XT2 class overall by quite an extensive margin.

Open 2WD presented itself with a diverse range of vehicles, and it was also their opportunity to contest the \$500 Pyroclassic Fires Power Stage. Returning Xtreme entrants Marcus van Klink, Max Bayley and Brent Taylor went up against series newcomers Anthony Jones and McCrae Sloper. But it was the experienced campaigner van Klink steering his RX7 and showing hot pace from the onset setting a 40 second lead in the opening stage over Anthony Jones in his Ford Escort. Max Bayley in his first Xtreme outing in his Fiesta trailer Jones by a further 3 seconds. Brent Taylor travelled through cautiously still getting to grips with his Toyota AE86 setup and McCrae Sloper endured



problems but did manage to re-join. These overall positions did not alter much throughout the course of day, however they were jostling for positions over the individual stages. Van Klink suffering a frustrating engine miss all day still continued to extend his lead and owned nearly a 3 minute gap over Bayley, with Jones a further 44 seconds back as they headed into the Pyroclassic Fires Power Stage. The power stage does have the habit of bringing out the competitive nature in competitors, and Max Bayley was no exception. Over the 14.70kms Bayley got up to win the \$500, 8 seconds over van Klink, and a further 3 back to Jones. So at the end of the day van Klink was too classy winning the XT3 Class from Bayley, and Jones taking out third place. Taylor

satisfied with the performance of his car this resulting in some better stage times which is pleasing for him as he nears the Silver Fern Rally.

Ric Chalmers is surprising many with his pace being produced in his Pyroclassic Fires 1600cc Honda Civic. It appeared that several drivers had decided the first stage was where a huge time advantage could be gained and Chalmers was no different. He too was quick out of the gates taking 2 minutes out of his nearest rival Greg Brown, Chris Woudenberg crossing in third 14 seconds over Tyson Jemmett. Unfortunately just as Woudenberg was warming up he suffered another frustrating mechanical issue through the second stage, but like many others he did manage to re-join and get some stages in later in the day.



Jemmett's first stage time was unfortunately his downfall, but after settling he started to put in some good stage times and was challenging Chalmers. Entering the power stage, Chalmers was still well in control and all that was required from him was to steer the Honda to the finish. Unfortunately Chalmers got a bit over excited, went wide, clipped the edge of the road, nearly rolled and ended up cast in the drain, day over! Jemmett being seeded behind was aware of Chalmers mistake and had to quickly compose himself, regain concentration and drive his vehicle to the Solway finish to pick up his first Rally Xtreme Class win. Greg Brown and co-driver Bevan Parker promoted to second. Tyson started the rally seeded 37th, finishing 16th overall in Rally Xtreme, and picked up the respected "Brian Green Property Group" Driver of the Rally. "I am absolutely blown away by how good the weekend went, and to get driver of the rally, I am pretty excited about it all" said Jemmett.

Classic Class once again saw no finishers with Goss withdrawing due to mechanical problems, and Andy Martin bending his steering on Stage 4.

A noted psychiatrist was a guest speaker at an academic function where Nancy Pelosi happened to appear. Ms Pelosi took the opportunity to schmooze the good doctor a bit and asked him a question with which he was most at ease.

'Would you mind telling me, Doctor,' she asked, 'how you detect a mental deficiency in somebody who appears completely normal?'

'Nothing is easier,' he replied. 'You ask a simple question which anyone should answer with no trouble. If the person hesitates, that puts you on the track.'

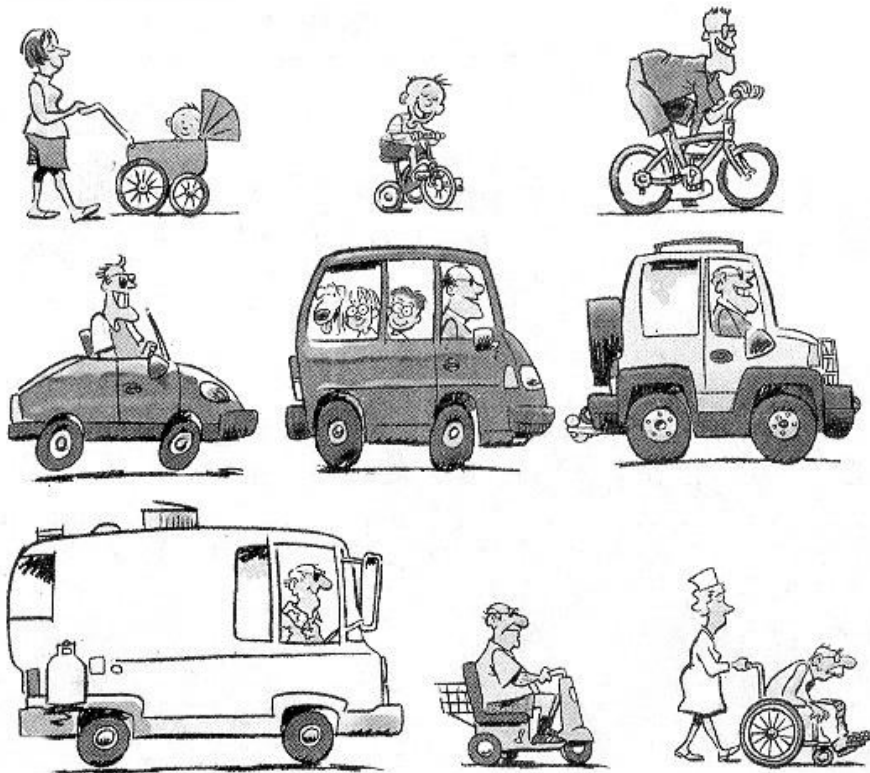
'What sort of question?' asked Pelosi.

Well, you might ask, 'Captain Cook made three trips around the world and died during one of them. Which one?'

Pelosi thought a moment, and then said with a nervous laugh,

'You wouldn't happen to have another example would you? I must confess I don't know much about history.'

The Wheels of Life



TRIALS

Attached are the results of this month's car trial, first round of this year's series.

Thanks to AJ Martin (Harbour Capital Car Club) – with a little help from me – for organising the event. Thanks also to Mike & Cathy Reid for the use of the clubrooms.

Congratulations to Cathy & Mike Reid, and Mark & Dave Jennings, for 1st= place overall and also 1st= in the Expert class (only one point lost!).

Congratulations also to Bill Peacocke & Murray Milner, 3rd overall and 1st in the Intermediate class, and to Darelle Thomson & family, 9th overall and 1st in the Novice class. Great to see two new crews from the Keith family.

Unfortunately Steve & Cathie McCallum are now unable to run the August event, due to personal circumstances. As there's not enough time to organise something from scratch, I'll see if it's possible for me to re-run one of my events from a few years ago, with minimal updating to cover any changed signs and realigned intersections etc. If that does happen, it will be on the same date (Wednesday 13 August, from 7pm), starting from the Hutt Valley Motorsport Club rooms

WELLINGTON MOTORSPORT ASSOCIATION NIGHT CAR TRIAL ROUND 1 9 JULY 2014 RESULTS

| Check | Location | Car No | Results | | | | | | | | | | | | | |
|---------------|----------------------------------|--------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| BEGIN | Halford Place | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SCANIA | Port Rd, 1 post past "50" | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| DUPER | Barnes St, post before Port Rd | | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - |
| TOYOTA | Unnamed lane | | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - |
| SCANIA | Port Rd | | - | - | - | - | - | - | - | - | 10 | - | - | - | - | - |
| DOODLE | Gracefield Rd, before roundabout | | - | - | - | 10 | - | - | - | - | - | - | - | - | - | - |
| ESSEX | Riverside Dr South | | 10 | - | - | - | - | - | - | - | 10 | - | - | - | - | - |
| ADDURE | Cleary St, past Poly entrance | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| VISA | Riverside Dr, after Rungay St | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| MX5 | Horlor St, after turning into | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| DUMPER | Taita Dr, before park entrance | | - | - | - | - | - | - | - | - | 10 | - | - | - | - | 10 |
| KIWI | Mabey Rd | | - | - | - | - | 10 | - | - | - | - | - | - | - | - | - |
| SEVEN | Puriri St loop | | 10 | - | - | - | - | - | - | - | 10 | - | - | - | - | - |
| REAP | Pohutukawa St, before Massey Ave | | 10 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| FINISH | Halford Place | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Control | | | 9 | 1 | 0 | 14 | 5 | 5 | 15 | 7 | 6 | 9 | 11 | 1 | 1 | 1 |
| Total | | | 39 | 1 | 10 | 44 | 5 | 85 | 67 | 6 | 9 | 11 | 1 | 21 | | |
| Place class | | | Nov | Exp | Exp | Int | Int | Nov | Nov | Exp | Int | Exp | Exp | Exp | | |
| Place overall | | | 1 | 1= | 4 | 3 | 1 | 3 | 2 | 3 | 2 | 5 | 1= | 6 | | |
| | | | 9 | 1= | 6 | 10 | 3 | 12 | 11 | 4 | 5 | 7 | 1= | 8 | | |

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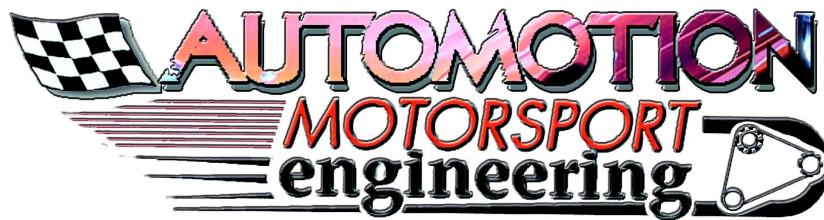
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While working at a pizza parlour I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time then said 'Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces.

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Statistics show that
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drops off significantly
after age 25.

*Mary Anne Tebbs, Republican state senator from Colorado Springs
(contributed by Harry F. Punnett)*

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|-------------------|----------|------|------|
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| Rallies | | | |
| Motorkhanas | | | |
| Car Trials | | | |
| Social Events etc | | | |

I am prepared to help on: - (You may be contacted if help is required)

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|--------|-------------|-------|---------|

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