



# WHEELSPIN

July 2014

[www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

Alex Kelsey's new "Peugeot" at Hawke's Bay

## Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3<sup>rd</sup> Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Note: — anyone is welcome to attend committee meetings.

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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.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# Clubnight

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**Wednesday the 2nd July 2014 @7:30**



For a person who doesn't really do the race track thing, I seem to have managed to get myself to Manfeild three times lately, and I'm not really sure how or why that happened!

My first jaunt up to the track was just as a support person, as Brendon and Stacey have upgraded from the black AE92 FXGT that they have been campaigning for the last few years, to a Version 6 Sti club car. The car has a fair bit of car club history already, as it used to be Geoff Warren's road car, then a couple of owners later, Loren purchased it, and turned it into a caged car and carried out a great many modifications on it. Loren then sold it to another car club guy Rob, who unfortunately ran it into the scenery slightly in his first outing in the car (Port Road, in the wet). Rob largely lost interest in it, so it was never fixed, and then went on the market when Rob headed to the UK. Brendon bought it off Rob, and replaced the broken hub, and generally converted it back into a more road friendly vehicle (putting more interior back into it, and things like a heater).

To get a few more miles in the seat, they went up for a practice day at Manfeild, and I carried up the toolbox and some bits and pieces.

The day was a bit dead to start with, and things didn't exactly start off with a hiss and a roar, so there was much sitting around waiting for the track to open, and with only a few cars there, there wasn't much to see.

The Sti is awfully quick that's for sure. Even on road tyres, it was going past 180k on most of the straights. I went out in the passenger seat a couple of times, just to show them lines, and did a few laps myself. It's easy to go pretty quick in a car like that, and even though that was literally the first time I'd even sat behind the wheel of the car, I was going as fast as I'd ever gotten around the track in my Corolla, despite cruising down half the straights as I didn't want to over work somebody else's brakes or tyres. Plus of course, if I'd crashed it, the repair bill would not have been pretty!

The car finished the day with nothing more dramatic than some wear on the brake rotors. Fortunately as the morning progressed, more cars turned up, and we ended up seeing heaps of Alfa's, as it was the day before their club was running a race meeting. So with those cars, and a few others out for a play, there were some cars to look at and some people to chat to.

Only a few weeks later, I found myself up at the MG Charity Classic meeting, just to have a wander around, and watch some racing. Seems like a good percentage of other club guys were up there too, with Gary Maddock, Richard Kelly, Ian Atkinson, and Ray Hartley all up there racing. Managed

to bump into several other fold in the pits too.

I'd not been at the Charity Classic in maybe ten years or more, so I was quite surprised to see how much it had changed! I recall it as a big event, with good crowds. Over the years maybe the classic race scene has quietened down, as the fields were small, the stands were mostly empty, and despite not being particularly early, I was easily able to nab myself a prime parking, then viewing position.

By and large it seemed like good clean racing. I didn't notice any push and shove going on, although in one of the races about half a dozen cars withdrew into the pits throughout the course of the race. Occupational hazard of classics I guess, being only occasional race cars, the reliability isn't always there.

The HCCC cars that I recognised (apologies if I have missed somebody, but with no programme, and only very limited commentary, I was only really able to spot the cars that I actually knew were going to be attending). The Radical and Porsche were both speedy as one can expect, and Gary had new suspension to try out in the Honda powered Starlet, which was good enough to get him down to a new personal best. I gather from subsequent Facebook posts though; the new PB came at a bit of a cost, as with some big rev missed shifts, the Honda engine was up for a rebuild after that day.

But as a meeting, it looks like you would get quite a bit of clean racing for your entry fee, so if you track racing guys are looking for more events, might be worth thinking about the Charity Classic, or if you are considering hitting the track, but are concerned about people playing silly buggers and running you off the side of the track, then from what I saw, the drivers seem pretty well behaved.

Visit #3 up to the track was to have a look at the Winter Series race meeting. During the Charity Classic, they had a few of the MX5 class car racing, and they mentioned that there would be quite a few of them at the Winter Series. I figured I'd go take a look, as I have a soft spot for the NA (first generation) MX5's, having owned five of them over the years.

It was a pretty simple collection of grids, with the cars simply divided into time brackets according to their qualifying session in the morning. You had the RS Cup cars, which had to be 1:32 or slower (which is pretty slow, as my Corolla used to do 1:32 on very low budget road tyres, and with the old engine), then a moderately paced from 1:31.99 down to 1:24 (if I recall correctly), you then had the fast cars and another separate grid for the single seaters.

The RS cup was quite a small grid, with a rather interesting mix up of cars. One of the HCCC guys from the distant past Simon Wellum was there in his orange Laser, and looked to be pretty fast and consistent. Viv Eden was up there in his 325i E30 BMW, but was struggling to keep his pace slow enough. He got to the front of the field, and then proceeded to go a lot faster than 1:32 in every lap other than the first standing start lap. So that saw him getting significant time penalties (as did the car behind that was chasing him and disregarding the time bracket.

I had quite high hopes of the RS Cup, but there wasn't really the numbers, or the close racing to be seen. Largely it was processional, and there didn't seem to be all that much in the way of hard fought battles, other than to the first corner from the start line.

The next slowest group of cars was more entertaining, with a really odd cross section of vehicles, including all the MX5 cup cars, along with some oddities such as a Commodore station wagon with a vaguely General Lee paint job on it, Tricky Nick in his Omega "gravel car" (now a tarmac car), along with some odds and sods such as a Swift and Mini race car (of the type that used to be running as a support category for the Tier 1 race meetings of a few years back), and what I am assuming are the remains of the Super Six (Commodores and Falcons) class.

This seemed to be the grid where things were happening, as it was quite full, and there was a lot of dicing for position. Listening to the MX5's on the grid was quite amusing, as from what I could hear, it seemed that they were being launched straight from the rev cut. So you were hearing the noise of about 15 cars (in among the grid of everything else) just bouncing off the limiter.

The MX5's all looked like they were in pretty "rugged" condition at the start of the meeting, and by the end of the meeting some of them had more hits than Elvis. They seemed to be running into each other, and also just spearing off and running into the scenery. I would suggest that if you have a car that you want to keep shiny, perhaps this race meeting might not be a great one to start out your racing career with.

One familiar face was Brownie who rallies the well thrashed AE82 lift-back Corolla, and more recently an early Integra. Well he was out there in a 300ZX Nissan, having some fun. Or at least, until a tyre delaminated on him, and he adjusted most of the left side panels of the Nissan. Though that didn't seem to discourage him, as he was back for the remaining races of the day, merely in slightly altered shape.

Nick Kakouris missed the first race, as his Omega engine tried to destruct a cam belt during practice, and it took until Race 2 before he was able to get the car back in running order. This meant that he was starting off the back of the grid. That was quite amusing, as he was one of the fastest qualifier's in that time group (on a mid 1:24). So he out launched everyone (being the only four wheel drive in the race), and had a massive advantage in lap times over just about everyone else in that group.

Although the Omega had grunt, it really didn't have too much in the way of handling or braking. So he was in a door to door race with a Swift Cup car for much of the race. He'd blast off into the distance down every straight, but then the Swift would dial him back in under braking, and pass him during the corner. Basically just treating the Omega like a chicane on the corner. I don't actually remember who won that particular battle, but it was entertaining to watch the order change multiple times per lap.

In the \*really\* fast car group there was something that looked like a Le Man prototype sports race car, and had a Porsche sticker across the windscreen. Dave subsequently tells me it's a 1980's Sports prototype out of the States, running a Porsche engine.'

Well, whatever it is, it was horrendously fast. Pulling a 1:15 on a standing start and getting down to 1:05's during the course of the day. The scary thing is it didn't even look as though he was trying all that hard either. Dave says it is only in development phase at the moment, and isn't even running new tyres.

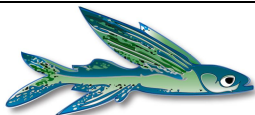
I'm not sure what the lap record is for that track, but surely that car can't be too far away from it!

There were a couple of the completely space frame, monster V8 running Corvette's in the race, and he just walked all over them.

I've not managed to do any racing myself by the time of writing this article, but hopefully next time I can have a Kahinau Road report, along with Rally Wairarapa (as I'm navigating for Brian Craig again).

Hope to see you at Clubnight, as Richard Kelly is going to be our guest speaker, and it's always good to get decent numbers for a guest speaker club night!

Leon



## Flying Fish Enterprises Ltd

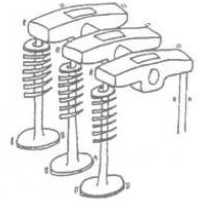
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For All Household maintenance & building,  
including General repairs,  
Painting,  
Water blasting,  
Glazing  
etc

# 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!



**A question that is often asked of someone with a new car is "What will it do?"**

**The answer is usually "Zero to 60 in 3.3 seconds," or something along those lines.**

**Well, here's the brand new 2014 Ferrari "458 Italia"**

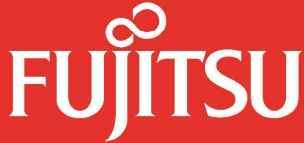
**First, here's what it looks like:**



**And here is what it will do in 3.3 seconds...**



**Any questions?**  
I've just bought one

The Fujitsu logo, featuring the word "FUJITSU" in white capital letters on a red background.The "HEAT PUMPS" logo, with "HEAT" in blue and "PUMPS" in red, both in bold capital letters.

**NEW ZEALAND'S FAVOURITE AIR™**

**CLASSIC RACE SERIES 2014  
NEWSLETTER ROUND 1  
8<sup>th</sup> June 2014**

What about the Manawatu weather, it was great, almost hot and not like winter at all. Ahhh, just normal for our championship winter series!

With 13 classic cars and 10 modern classics the day was going to be a good one. It was great to have an Alfa Romeo and a Lancia Beta join us this season.

**Qualifying**

Everybody seemed to treat qualifying seriously, driving fast, close and safely, the true classic way. A few even came to the pits before the end of the session; they must have been very satisfied with their performance, or tired?

**Race 1**

Ian Williamson stamped his mark on the field and, showing he was after the championship for a second year, placed the RX2 on pole with a low 1:22 lap. He was joined on the front row by Craig Paterson's modern classic Volvo with Dean Curtis' Escort and Layton Hammond's similar car right behind.

As usual Layton had a great start but was monstered by the end of lap one with the Williamson RX2 in front with Dean Curtis right on his tail, and then followed by the Volvo and Layton's Escort. The Paterson Volvo expired at the hairpin on lap two which saw Dean Curtis hit the front with Ian Williamson right behind, and then Alan Limmer stormed through to third in his Porsche 930 with Layton still holding fourth.

Lap three witnessed Ben Boyden's Commodore through half the field after starting off the rear of the grid as issues stopped him from qualifying. There was no change at the front.

Lap four saw a great battle developing at the front with the Williamson RX2 leading again as the lap started. With the field spreading out a few close races were going on throughout the field.

Lap five had Dean Curtis back in front with the first four followed by Michael Eden in his Viva GT and Phil McQuoid's Escort dicing it out behind them.

The first three cars were very close together at the finish, an Escort, RX2, Porsche trio followed by Layton Hammond and Phil McQuoid in fifth, having passed Michael Eden.

Both Ian Williamson and Alan Limmer were drawn into the challenge to win and both broke out of our 1:22 minimum lap time, Ian posting 1:21's for five laps and Allan, 1:19 to 1:21 also for five laps. No points for you boys for this race!

Nice fast, clean racing that the spectators enjoyed.

## **Race 2**

A rather unusual reverse top 10 grid meant that the first corner was rather busy but the only classic that had got through was Michael Eden who was fourth at the end of the first lap, following three modern classics.

He was quickly joined by a flying RX2 as Ian Williamson came through to third on lap two. It was the revived Paterson Volvo out front while close battles were the norm with many races within the race occurring around the circuit.

By lap three Dean Curtis was in second behind the Volvo, followed by Ian and Michael and lap four saw very close racing between the Volvo and the Curtis Escort with Alan Limmer's Porsche through to fourth, relegating the Eden Viva GT to fifth.

The last lap saw some great close racing across the different lap time bands with the same four across the line to win.

Oh dear, Ian, four laps of 1:19 to 1:21 meant no points again, you too Alan with two 1:21 laps.

Great racing and an interesting spectacle again.

## **Race 3**

Our traditional handicap was the order of race three with quite a time spread but with cars starting in small groups of similar lap times.

The Geoff Boyden BMW was joined by Dennis Eteveneaux in his Vauxhall Chevette, Stephen Marks in his BMW and Richard Ramson's Mustang from the front and they stayed in that order through the first lap. Ian Williamson had the RX2 on edge throughout lap one as he strove to catch the disappearing cars in front; such is the joy of being so fast and having to start from the back of the grid!

Lap two racing was superb with all sorts of battles going on down the field but at the top the only change was Stephen Marks passing Dennis Eteveneaux for second place.

The faster back markers were doing all they could to slice through the field but the four in the lead remained the same through lap four while all cars got gradually closer.

During lap five Stephen Marks took the lead from Geoff Boyden, a BMW battle! Dennis Eteveneaux then passed Geoff as well.

With a much closed up field over the last lap, the race for the flag continued. Stephen



Marks had streaked away to a handy lead and his BMW crossed the line first, followed by Dennis Eteveneaux in his Chevette, then Layton Hammond's flying Escort and Michael Eden's charging Viva GT – classics all the way, what a great finish to the day.

I really enjoyed watching you all race and thanks for racing so close and clean, exactly what we promote.

I look forward to catching up with you all on Sunday 6<sup>th</sup> July. Have a great month.

Kind regards  
Gordon

## CLUBNIGHT



Guest speaker, Richard Kelly.

Speaking about his experiences in the three hour endurance race at Pukekohe, in his Radical sports car.

Order your food around 7pm as it is usually very busy on a Wednesday

Speaking shortly after 8pm.

### **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](mailto:kgstewart@xtra.co.nz) or ring Wayne if you have any questions.

# Wellington Motorsport Association Calendar 2014

	28		Rally Wairarapa			
<b>July</b>	6	WG, CH	Race – Winter Series	M/S Manawatu	Manfeild	
	9		Night Trial			
	12		Taranaki Tarmac Rally	Taranaki CC	New Plymouth	
	13	AW	The Surgery Sprint	Kapiti	Manfeild	SS
	17	All	Stewards Meeting			
	19		Dual Car Sprints – Winter Series R2	Taupo CC	Taupo	
	20		Sealed Autocross Race – Clubmans winter series R2	Hutt Valley Taupo CC	Trentham Taupo	KN
<b>August</b>	3	CH, GG, DE	Race – Winter Series	M/S Manawatu	Manfeild	
	10	WG	The Surgery Sprint	Triumph	Manfeild	SS
	13		Night Trial			
	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	
<b>September</b>	6		Race – V8 SuperTourers		Taupo	
	7	GG, JR, DE	Race – V8 SuperTourers Race – Winter Series Sealed Sprint	MS Manawatu Wellington	Taupo Manfeild Shelly Bay	DM/Sc
	10		Night Trial			
	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
<b>October</b>	5		Gravel Sprint	Wairarapa	Puketiro Road	GS
	11		Rally of the North	NSCC	Paihia	
	18		Gravel Sprint	Hawkes Bay CC	TBC	
	19		Gravel Sprint Gravel Sprint	Hawkes Bay CC Levin	TBC Wairongomai 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
	27Oct-7Nov		Targa NZ	Targa	North & South Islands	
<b>November</b>	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	Wairarapa	Dorsets Road	GS
<b>December</b>	25		Reindeer Races		Reindeer Pie leftovers from last year – very limited supply	

## 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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Wellington	021 717 676 (Jody)
Harbour Capital	027 6996 838 (Leon)
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

# Rally Hawke's Bay

All photo credits: A Little bit sideways

Rally Xtreme Newsletter:

Wow! What a great afternoon had at Saturday's documentation and scrutineering for Round 1 of the Total Lubricants Rally Xtreme Series. The Committee was hoping that the competitors would support this, and are extremely pleased to say that it was, and it turned out a great success. With the debut of Alex Kelsey's MC2 Creation, and Patrick Malley's 208 Proto Peugeot at Hawkes Bay, there was a buzz of excitement circulating, and many were waiting in anticipation to see the much talked about vehicles.



Once these two magnificent machines were parked on display, along with Geoff Argyle's Total Lubricants sponsored Evo, and the Evo X of rally sponsor Stewart Taylor. The public came, the music pumped, the sausages were consumed, and the conversations flowed.

"It is great to see all the competitors, their families, and crews here, and we are amazed at the turnout of the public. What a great way to kick off the season," said Argyle.

So a big thank you has to go out to Total Lubricants and Craig from VJ's Distributors, for the great atmosphere in which they created.

Total Lubricants Rally Xtreme Series produced a first class field for the opening round of the Tomoana Warehousing Rally Hawkes Bay. With 133km of special stages on the itinerary, it was anyone's rally for the taking.

However, it was disappointing for a few Xtreme competitors, who failed to make the start line of the well-known Cricklewood stage.



With Marty Smith withdrawing the day of documentation, Daniel Walker unfortunately not making it through scrutineering, (which left him the day to get out and support his brother Jonathon), and Chris Woudenbergs's Toyota AE86 not appreciating the cold morning, and failing to move from its

motel on the Sunday morning.

As the competitors lined up, there seemed to be more than the usual hive of activity at the start of SS1, and the turnout was all to view the highly anticipated MX2 creation of Alex Kelsey.

Regrettably, Kelsey's debut was short lived due to electrical problems, and with 10km's remaining, they ended up touring to the end of Cricklewood.

"Coil issues were the



problem, but the car felt fast, sounded great, and handled well for the short time it was pushed” said Kelsey.

Kelsey was not the only one confronted with problems early on. Argyle had no intercom over SS1 and SS2, Wayne Pittams stripped his LF wheel nuts which ended his day, Nigel Adams disappointed with a broken centre diff in stage 2, but was able to re-join later in the day. Also the thick fog through the first two stages caused some serious car sickness with many experienced navigators which was totally out of character for them, to the point where a couple could not longer continue. The attrition rate continued to rise into Hereheretau, with Dylan Turner hitting a post, Tony McConachy first time competing in a 4WD ending up off road, as did Mike Wheatley and his Ford Escort. Dave Strong had mechanical issues, and Driver of the Rally sponsor Brian Green retired with diff issues on Mohaka Coach.

Whilst this was all happening, a competitor who perhaps was forgotten about in the lead up to the event, and also debuting his Peugeot, was beginning to stamp his authority, and settling well behind the wheel of his new purchase.

Entering Cricklewood for the second time, Malley and Taylor were tied for first, Neil Marshall and Graham Featherston having their own battle for third and following close behind was Geoff Argyle, Lee Robson and Clinton Cunningham, all trying to close the gap.

Malley and Taylor, despite dealing with their own niggling issues in the later stages, continued to battle with each other, fighting for overall honours. But it was Taylor who was able to extend his lead slightly, and take out his third consecutive Hawkes Bay Rally, as well as claiming 5 wins from 5 outings in Rally Xtreme.

A superb debut drive from Patrick held onto second, and has certainly confirmed he is going to be a strong contender over the season.

Featherstone gained his third ever stage win on the tarmac stage by 3 seconds over Marshall. However, it was not enough to take 3rd place off the experienced Taranaki duo.

XT1 Class for 2014 has a strong contingent of competitors, with the returning regulars from last year, and the introduction of new drivers into the popular Pre-2000 Class category.

Back to defend his class title, Adams started out well on the pace, with a 3rd overall in SS1.

However, it was short lived with a broken diff 10km's into the Putere stage. Although Adams was able to re-join later in the day, the damage had put him out of any contention, and his consolation for the day was winning the Pyroclassic Power Stage, which helped soften his disappointing day.

Cunningham was looking for a better season in 2014, and it turned out that Rally Hawkes Bay was going to rid him of those demons !!! Cunningham and Lee Robson were both on the pace from the get go, but entering into the Wairoa service, Cunningham had the better of his RCK team-mate by 12 seconds.

Further back, were new entrant Jonathon Walker, and Quentin Palmer, who were jostling positions over the morning stages.

With Cunningham increasing his lead slightly over Robson in Mohaka Coach, a level head was required entering into the 9.85 km tarmac stage.

Jonathon Walker and Palmer were continuing to have a brilliant battle behind the frontrunners for third. The two RCK Evo's team mates tied in the tarmac stage, and Cunningham only had to complete the final 1.1km publicity stage.

Cunningham recorded a 3 way joint win with Argyle and Malley on the final stage, to take out the XT1 Class win, and 6th place overall. Robson came in second place, with 23 seconds in arrears, and Palmer managed to cement the third place position.

Tyler Radovan and navigator Tony Kenrick, were complete novices entering this Rally Hawkes Bay. The only rally experience these two claimed, was 5 runs over McRobbies Loop at Maramarua the weekend prior, so you could understand why the nerves were a little shaky the morning of Hawkes Bay.

Tyler in his Evo 4, improved each stage as the day went on. “I did not want to do anything silly



other than get to the end of each stage, and my goal was to finish the event, so all in all, I am pretty pleased with how things turned out” said Radovan.

For his efforts and bravery, Brian Green & Fleur Pedersen selected Tyler for the Brian Green Property Group “Driver of the Rally”.

With Marty Smith withdrawing at documentation, it left two challengers to battle it out in the 4WD Club Class - Graham Eagles and Alan Smith, who were both steering Subaru Legacy’s.

Graeme Eagles, new to Rally Xtreme, started off somewhat impressively in his Subaru Legacy. Eagles was looking confident, considering it was his first rally, held a comfortable lead from start to finish.

However Smith, who was having niggling vehicle issues, and also driving non-noted, did make up for lost time in the afternoon, especially on the tarmac stage.

Unfortunately, it was not enough to change the overall result. Huge congratulations to Graeme Eagles and co-driver Daniel Eagles, on a Class win in their inaugural rally.

Two Ford Escorts, one belonging to Anthony Jones, and the other to Mike Wheatley, along with McRae Sloper steering his Honda Civic, lined up for the Open 2WD Class.

After the opening stage, Welsh driver Anthony Jones and Irish co-driver Noel Moloney were obviously working well together, and settled into a quick rhythm, stamping their authority from the onset with a 50 second buffer over Sloper, after the completion of SS1.

Unfortunately for Wheatley, he went off road in Hereheretau, and was forced to withdraw.

But as the day got longer, so did Jones’ lead. Heading into the last service, Jones was over 5 minutes ahead of his competition. Nothing changed for him on the tarmac stage, and he convincingly went on to win the XT3 Class, winning all of the 7 stages, with Sloper taking second place.

XT4 Class also saw three competitors on the start list. However, Woudenberg’s vehicle had other ideas, and would not start on the cold Sunday morning. This left Rally Xtreme Pyroclassic Fires sponsor Ric Chalmers, and new Xtreme entrant Tyson Jemmett, both in their Honda Civic’s to battle out the placings.

Chalmers set a blistering pace through the first stage, and set himself up with a 36 second lead over Jemmett.

Once Jemmett warmed up, he did start to keep Chalmers on his toes, and they both were toing and froing over the remaining stages. Chalmers managed to hold onto his stage one lead, even though Jemmett was keeping him honest over the afternoon.

Chalmers took out his first Rally Xtreme Class win, with Jemmett satisfied with his second place in his first time out in Xtreme. But if Jemmett can get past the first stage jitters, he certainly is going to be a contender for this class as the season progresses.

Roger Goss was the only competitor in the Classic Class at this round. Unfortunately, he did not get through SS1 due to gear box issues.

## **Origin Windows North Island Endurance Race Series**

Hi everyone,

Firstly, a big thanks to those of you who competed in our first round at Taupo this weekend.. The weather was good to us and the racing was good and incident free. The number of competitors was never going to be huge owing to the two events on the one day, but now that has been and gone we can look forward to larger fields at both Manfeild and Pukekohe. For those of you who are joining us for the first time, remember we have the best bang for buck at just \$200-00 for the one hour race and \$500-00 for the three hour race. No add-on's --- just Good fun, Stress free Affordable motorsport!!! For those of you who left before the prizegiving on Saturday afternoon, you missed a good fun time and any comments were very favourable towards our events. Thank you again to Rick Cooper of Ssangyong N.Z. who was our first round sponsor and of course to Mike Tubbs of ORIGIN WINDOWS who is our overall naming rights sponsor. For those of you who need to contact me remember these details;

www.endurancerace.co.nz for regs. --- Follow us on Facebook --- Origin Windows North Island Endurance Race Series --- my mobile 0274 939 337 --- home 07 829 8484 --- and our postal address is Endurance Race P.O.Box 9365 Hamilton. I look forward to hearing from you and seeing you all at Mighty Manfeild on the 28th June.

Regards,

Bob Cullinane Series coordinator.

## Why? Why? Why? Why?

Why do supermarkets make the sick and frail walk all the way to the back of the store to get a carton of milk and/or bread while healthy people can buy cigarettes at the front?

Why do people order double cheeseburgers, large fries, and a diet coke?

Why do banks leave vault doors open and then chain the pens to the counters.

Why do people leave cars worth thousands of dollars on the street and put their junk in the garage.

Why do we buy hamburgers in packages of ten and buns in packages of eight?

EVER WONDER....

Why the sun lightens our hair, but darkens our skin?

Why can't women put on mascara with their mouth closed?

Why don't you ever see the headline 'Psychic Wins Lottery'?

Why is 'abbreviated' such a long word?

Why is it that doctors call what they do 'practice'?

Why is lemon juice made with artificial flavouring, and dishwashing liquid made with real lemons?

Why is the man who invests all your money called a broker?

Why is the time of day with the slowest traffic called rush hour?

Why isn't there mouse-flavoured cat food?

Why didn't Noah swat those two mosquitoes?

Why do they sterilize the needle for lethal injections?

You know that indestructible black box that is used on airplanes? Why don't they make the whole plane out of that stuff?!

Why don't sheep shrink when it rains?

Why are they called apartments when they are all stuck together?

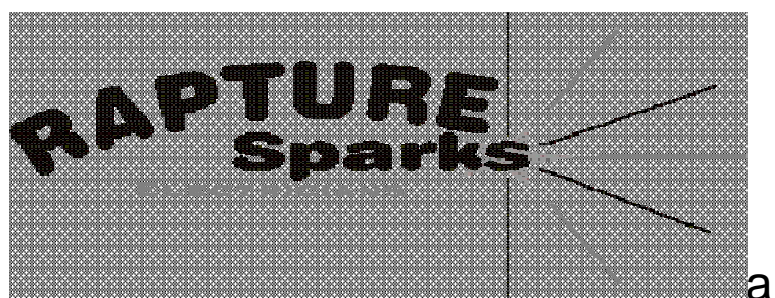
If flying is so safe, why do they call the airport the terminal?



**“What fits your busy schedule better, exercising one hour a day or being dead 24 hours a day?”**

Club Points scored do far:

2014 name in green = qualified for cups)	(your All Rounder	Overall	Total Speed events	m/khana	trial	organiser (you need 12 pt for cups)	Co-driver	Rally driver	speed- hillclimbs & sprints	Auto X
Leon Cast	67	55	43	12	0	12	0	0	36	7
Graham Heath	43	43	43	0	0	0	0	0	43	0
Webster Gough	50	38	30	8	0	12	0	0	30	0
Dick Butters	36	36	36	0	0	0	0	0	30	6
Rex Vizable	36	36	36	0	0	0	0	12	24	0
Tim Steeneken	34	34	34	0	0	0	0	0	24	10
Peter Collins	33	33	33	0	0	0	0	0	21	12
Andrew Thomson	43	31	31	0	0	12	0	0	31	0
Loren Brookes	31	31	20	11	0	0	0	0	20	0
Adam Fisher	42	30	19	11	0	12	0	2	17	0
Alan Groves	27	27	15	12	0	0	0	0	15	0
Neil Roots	22	22	12	10	0	0	0	0	12	0
Nick Chong	21	21	21	0	0	0	0	0	21	0
David Graham	20	20	20	0	0	0	0	0	20	0
Brian Worboys	19	19	19	0	0	0	0	0	11	8
Fleur Pederson	18	18	0	0	0	0	18	0	0	0
Stephen Heise	17	17	17	0	0	0	0	0	13	4
Brendon Glendinning	16	16	16	0	0	0	0	0	16	0
Callum McKenzie	15	15	9	6	0	0	0	0	9	0
Len Fisher	24	12	0	0	0	12	12	0	0	0
Tony Aimers	12	12	12	0	0	0	0	2	10	0
Brian Craig	23	11	11	0	0	12	0	0	11	0
Jilly Hutson	34	10	1	7	0	24	2	0	1	0
Gary Maddock	22	10	10	0	0	12	0	0	10	0
Ross McKenzie	9	9	0	9	0	0	0	0	0	0
Sam Burgess	9	9	9	0	0	0	0	0	0	9
Shane Atkinson	9	9	9	0	0	0	0	0	4	5
Nigel Somerfield	8	8	8	0	0	0	0	0	8	0
Adrian Marsden	7	7	7	0	0	0	0	0	7	0
Bayley Donald	7	7	2	5	0	0	0	0	2	0
Neil Tapp	7	7	7	0	0	0	0	0	7	0
Ian Stewart	6	6	5	1	0	0	0	0	5	0
Rich Tucker	3	3	3	0	0	0	0	0	0	3
Baden Smith	2	2	2	0	0	0	0	0	2	0
Hayden Perkins	2	2	2	0	0	0	0	0	2	0
Jeremy Aimers	2	2	0	0	0	0	2	0	0	0
Andrew Schlup	1	1	1	0	0	0	0	0	1	0
Robin Groves	1	1	1	0	0	0	0	0	1	0
Aaron Tasker	12	0	0	0	0	12	0	0	0	0
David Wilce	12	0	0	0	0	12	0	0	0	0
John Rapley	12	0	0	0	0	12	0	0	0	0
John Tennent	12	0	0	0	0	12	0	0	0	0
Roger Lyon	12	0	0	0	0	12	0	0	0	0



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Following the tragic death of the Human Cannonball at the Royal Show, a spokesman said "We'll struggle to get another man of his calibre."



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An Irishman wants a job, but the foreman won't hire him until he passes a little math test.

Here is your first question, the foreman said. "Without using numbers, represent the number 9."

"Without numbers?" The Irishman says? "Dat is easy." And proceeds to draw three trees.

"What's this?" the boss asks.

"Have you ain't got no brain? Tree plus tree plus tree makes 9" says the Irishman.

"Fair enough," says the boss. "Here's your second question. Use the same rules, but this time the number is 99."

The Irishman stares into space for a while, then picks up the picture that he has just drawn and makes a smudge on each tree. "Ere you go."

The boss scratches his head and says, "How on earth do you get that to represent 99?"

"Each of da trees is dirty now. So, it's dirty tree, and dirty tree, plus dirty tree. Dat makes 99."

The boss is getting worried that he's going to actually have to hire this Irishman, so he says,

"All right, last question. Same rules again, but represent the number 100."

The Irishman stares into space some more, then he picks up the picture again and makes a little mark at the base of each tree and says, "Ere you go. One hundred."

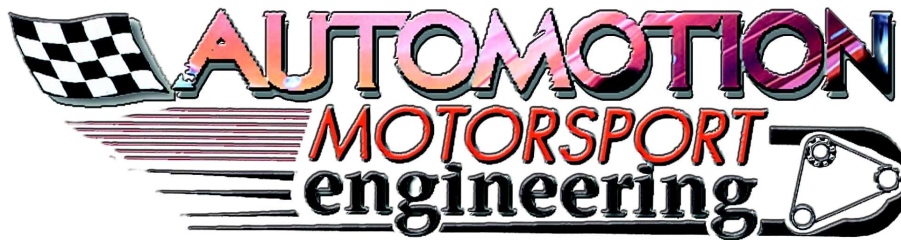
The boss looks at the attempt. "You must be nuts if you think that represents a hundred!"

The Irishman leans forward and points to the marks at the base of each tree and whispers, "A little dog come along and poops by each tree.

So now you got dirty tree and a turd, plus dirty tree and a turd, plus dirty tree and a turd which makes ONE HUNDRED!"

The Irishman is now head of Qantas





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CSI Dublin.

Three dead bodies turn up at the mortuary all with very big smiles on their Faces. The coroner calls the police to tell them what has happened.

'First body: Pierre Dubois, Frenchman, 60, died of heart failure while making love to his 20-year old mistress. Hence the enormous smile, Inspector', says the Coroner.

'Second body: Hamish Campbell, Scotsman, 25, won £50,000 on the lottery, Spent it all on whisky. Died of alcohol poisoning,-hence the smile.'

The Inspector asked, 'What about the third body?'

'Ah,' says the coroner, 'this is the most unusual one. Paddy Murphy, Irish, 30, struck by lightning.'

'Why is he smiling then?' inquires the Inspector.

'He thought he was having his picture taken'.

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Richard Kelly & Leon's piccies at MG charity event

