



WHEELSPIN

March 2014

www.hccc.org.nz

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COVER PHOTO

Richard Kelly chasing a Formula Holden at Taupo

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 5th March 2014 @7:30



A few plays this month, with the Triumph Sports Car Club putting on their ninth running of the Wallaceville Hill Sprint, and our club doing another Tauherenikau Autocross.

I busted out the Integra for the Wallaceville event, as it is an event where roll protection isn't mandatory, so a good chance to get some more miles learning how to drive that car in anger. I was hoping for better things out of the Integra for this event, as at the previous weekend's event (Port Road) I had discovered that the car had been fitted with ultra budget brake pads that immediately stopped working as soon as any temperature got into them.

During the week gap between the events, I headed out to Racetech (in their temporary premises) and picked up a set of Hawk + pads that they had in stock. A bit of bedding in, and a brake bleed, then I was probably ready to have a play.

For reasons unknown, I had been allocated number 1 for the day, which initially had me a bit concerned, as I thought that they might have been running in order, which would put me first on the road. As it happens they were running the day in absolutely any order, so that wasn't too bad! Certainly it was the only way I was going to end up with #1 associated with the car.

They had a few hiccups with the timing gear first thing, which meant that the event started about an hour or so later than intended, but as soon as they got running, it went like clockwork and suddenly I had done all my runs by only about 1pm!

My first run out for the day was a bit exciting, as I managed to outwit the ABS on the Honda, and I put down about a 30 meter long rear brake lock up mark at the end of the longest straight bit. I'm not at all sure how I managed that, because theory says that ABS is designed specifically to discourage that sort of behaviour out of a car. It was kind of interesting looking in the mirror and seeing a massive cloud of tyre smoke, but as it was somewhere up in third gear, I was a tiny bit concerned that I was going to lurch it into the scenery at high speed.

That would have been embarrassing, and probably hurt quite a lot too.

As it was I managed to modulate the brake pressure a bit, and got things back under control again.

Whilst I got away with it, Andrew Fox didn't do so, following what I think was also a lock up from the back, and he looped his MG hatchback (I don't actually recall what that model is called) into the

bank and dramatically shortened the rear of the vehicle in a very expensive way. A bit of a rough start for his practice run, even more so because that car was in fact advertised for sale on Trademe.

It is quite a neat bit of road, good surface this year too. Although as there's now a small subdivision on the first corner of the event (where once there were only paddocks), it might get a bit harder for them to get road closure in an ongoing way. There are some exciting corners that tighten up on the exit, as well as semi suicidal chickens and ducks beside the road. When at high speed, it's kind of tough to consciously decide that if the row of ducks waiting beside the road decide to waddle forwards that there is absolutely going to be no attempt to swerve or brake! I'm still not exactly sure if I would have managed to not flinch had they decided to continue moving forwards.

So far as I know, the MG hatch was the only car to have a merging with the scenery moment, which is not too bad, considering that a couple or three people have put their cars off the side of the bank towards the finish line (which is well exciting, having a downhill massively off camber corner to negotiate)

I ended up midfield, and third in class, which isn't too bad, considering that I'd only been to that venue once before, and that I was running a stock road car :-). I believe that Webster won the event, despite running a stock (and very unhealthy 1300cc with all the good bits just bolted to it). Not a bad effort out of an engine without oil pressure ... Triumph run unconventional classes, so you're often not grouped with cars of the same engine size and so forth. Tim Steeneken, Andrew Thomson, and Nick Chong all also won their classes from HCCC, so a solid showing from our guys!

Next event off the ranks was another autocross romp over in Tauherenikau, on the BIG paddock.

Another good turnout there with over 25 keen folk turning up to have a play! Andrew from Motorsport Central turned up to take photos, but we made him enter anyway! Never let the minor details that he didn't have helmet, overalls, or in fact money for the entry fee discourage you ... we had that all solved in no time, and he found himself on the start line anyway.

As well as some of the ever faithful stalwarts, we had a collection of new people come along to play too, and a blast from the past. The blast from the past being Baden Smith, who used to run an early model front drive 323 on enormously wide steel wheels, back about the time I joined the club (19 years ago!) came along to the autocross, as well as his son, and brother. Pretty safe to say Baden hasn't lost the bug, and there was a lot of discussion between Baden and his son regarding the purchase of a cheap but effective club car.

As we found that the venue got a bit carved up last time, the decision was made to run two courses, with two runs at each course, and the times added together. Also we ruled out retreads too, just to make the paddock a bit happier.

The first course was basically all first gear stuff, with very tight gates, several double backs, and was generally a very technical course indeed! The first runs at it were over three minutes a run, which should tell you that the average speed achieved was quite low!

As the course dried out, it got a lot quicker and a lot more fun.

With only have familiarisation, and two timed runs, the pressure was very high to put down at least one good clean run, so instead I ran cones over in both my runs, whoops!

Course # 2 was the polar opposite, with only about ten cones out in the paddock (other than the finish complex).

It was rather exciting setting it up, as while testing the course, I discovered that I had accidentally set myself up to be drifting gradually towards the fence line at near 100k on not particularly dry grass. That resulted in a bit of nervous sweating by me, and then somewhat of a course adjustment, as I put in a gate to force people into a tight line on that particular corner.

That said, it was still one hell of a fast course, with the Corolla heading towards the rev cut in second gear for almost half of the paddock. Very exciting getting the car moving around at that sort of speed on grass! I'm pretty sure I'll run another course along those lines again in the future, as it makes you step up your level of car control, simply out of fear. Though I'm still not convinced about this whole left foot braking business yet although I did try some in the afternoon.

The results were actually pretty strange, because some of the usually quick guys had issues with cones or spins, that set them back a bit. So we ended up with a new competitor winning in a Legacy station wagon, followed by Neil in the City. So almost the largest car in the field (Stephen Heise still wins that award in the Falcon), followed by the smallest car in the field.

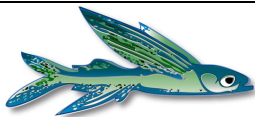
It does seem that the events at that venue do suit the four wheel drive cars, as I think that's two from two as far as a Legacy winning autocrosses there.

Our next event there is March 2nd, and is a Motorkhana, and will be a practice of the Clubsport Nationals tests, so expect to have to wear your thinking cap that day!

As I mentioned in last month's magazine, we should be able to return to Slipway soon, with new noise limits. It is a matter of getting a meeting nailed down with the venue owner, and working out the nuts and bolts of it. So that should be good!

Don't forget that this month's club night should be Trophy Night, so come along and enjoy a meal with us, and tell some good lies.

Leon



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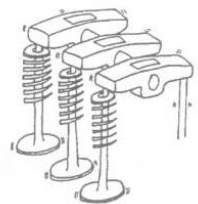
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Tappet chatter

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!



How about sending me some folks?

LATE SHOW (BBC MIDLANDS)

Alex Trelinski: What is the capital of Italy?
Contestant: France
Trelinski: France is another country. Try again.
Contestant: Oh, um, Benidorm.
Trelinski: Wrong, sorry, let's try another question. In which country is the Parthenon?
Contestant: Sorry, I don't know.
Trelinski: Just guess a country then.
Contestant: Paris

Wellington Motorsport Association Calendar 2014

March	1		Race - Muscle in Manawatu	Historic Racing Club	Manfeild	
	2		Race - Muscle in Manawatu	Historic Racing Club	Manfeild	
	6 8	All	Stewards Meeting Race - Summer Series NZ Clubsport Champs	Taupo	Stokes Valley Taupo Waimate	
	9		Race - Summer Series NZ Clubsport Champs	Taupo	Taupo Waimate	
	15		NZ Hillclimb Champs Final	Gisborne CC	Gisborne	
	16	GG	Sealed Sprint (Hillclimb) NZ Hillclimb Champs Final	Wellington Gisborne CC	Alexandra Road Gisborne	DM/Sc
	22		Rallysprint	Hawkes Bay CC	TBC	
	23	SM	Rallysprint	Wairarapa		RS
April	5		Rally - Whangarei Race - Historic & Classic Race/Clubmans - Classic	Rally NZ Historic RC CDCCC	Whangarei Taupo Manfeild	IM
	6	AW	The Surgery Intermarque Sprint Rally - Whangarei Race - Historic & Classic	BMW Rally NZ Historic RC	Manfeild Whangarei Taupo	
	12		Sprint and Races Dual Car Sprints - Road & Track Series Gravel Sprint (day/night)	Triumph M/S Manawatu Wairarapa	Taupo Track 3 Manfeild Tea Creek	
	13		Gravel Sprint Gravel Sprint - Triple Bridges Race - Clubmans	Wairarapa Hawkes Bay CC M/S Manawatu	Tea Creek Hastings Manfeild	GS
Good Friday	18					
	19		Race - IRC Summer Series	Taupo CC	Taupo	
	20		Race - IRC Summer Series	Taupo CC	Taupo	
Easter Monday	21					
Anzac Day	25					
	26		Race - V8 Supercars	MSNZ	Pukekohe	
	27		Race - V8 Supercars	MSNZ	Pukekohe	
May	4 10		Gravel Sprint Rally - Otago Race - 6hr Enduro	Levin OSCC NSCC	Mangahao Dam Dunedin Pukekohe	GS
	11		Sealed Autocross Rally - Otago	Hutt Valley OSCC	Trentham Dunedin	KN
	14		Night Trial			
	17		Targa Rotorua Hillclimb - Seal	Targa Hawkes Bay CC	Rotorua TBC	
	18		Targa Rotorua Hillclimb - Seal Race - MG Charity Classic	Targa Hawkes Bay CC MG CC	Rotorua TBC Manfeild	
	19		WMSA Meeting		HVMC Clubrooms, Petone	
	23		MSNZ Annual General Meeting		Dunedin	
	24		MSNZ Annual General Meeting		Dunedin	
	25	PT	The Surgery Intermarque Sprint	Triumph	Manfeild	IM
	31		Rally - Canterbury	Autosport	Ashley Forest	
June	1		Rally - Canterbury Rally - Hawkes Bay	Autosport Hawkes Bay CC	Ashley Forest Hastings	
	7		Race - Winter Series	M/S Manawatu	Manfeild	
	11 21		Night Trial Dual Car Sprints - Winter Series R1	Taupo CC	Taupo	
	22		Sealed Sprint Race - Clubmans winter series R1	Levin Taupo CC	Kaihinau Road Taupo	DM
	28		Rally Wairarapa			

.To write with a broken pencil is pointless.

July	5		Race – Winter Series	M/S Manawatu	Manfeild	
	6		Race – Winter Series ??	M/S Manawatu	Manfeild ??	
	9		Night Trial			
	12		Taranaki Tarmac Rally	Taranaki CC	New Plymouth	
	13		The Surgery Intermarque Sprint	Capri	Manfeild	IM
	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
August	2		Race – Winter Series	M/S Manawatu	Manfeild	
	3		Race – Winter Series ??	M/S Manawatu	Manfeild ??	
	9					
	10		The Surgery Intermarque Sprint		Manfeild	IM
	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	
September	23		Rally – Gisborne Dual Car Sprints – Road & Track	Rally NZ M/S Manawatu	Gisborne Manfeild	
	6		Race – V8 SuperTouers		Taupo	
	7		Race – V8 SuperTouers		Taupo	
	10		Night Trial			
	14		The Surgery Intermarque Sprint		Manfeild	IM
	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
	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
	27 Oct -7 Nov		Targa NZ	Targa	North & South Islands	
November	2		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	8 – 16		Silver Fern Rally	Marathon RC	South Island	
	17		WMSA Meeting (Calendar)		HVMC Clubrooms, Petone	
	30		Gravel Sprint	Wairarapa	Dorsets 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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Hutt Valley	027 439 7616 (Neil)
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

I pointed to two old drunks across the bar from us and told my mate,
"That'll be us in 10 years!"
He said, "That's a mirror, you dickhead. "

Monte Carlo Rally, Courtesy of Nicky Grist.



Well, what a start to the season! First we get the news that not only are Kris Meeke and Paul Nagle contesting the full WRC programme for Citroen, but M-Sport has brought into the fold Elfyn Evans and Daniel Barritt, giving them a great opportunity to gain experience alongside Mikko Hirvonen. Also running, as a late entry, was Robert Barrable and Stuart Loudon, in another Ford Fiesta R5.

Monte is always one of the greatest rallies for changing grip and unpredictable weather, and this year was no different. With the base moving from Valence to Gap in the Alps, there was the feeling that the less experienced crews would be able to level the playing field somewhat. But I don't think anyone can head for Monte without a considerable amount of knowledge and experience of the regions ever changing conditions.

As always shrewd tyre selection can make or break a crew and with four Michelin compounds to choose, from the soft and supersoft Pilot Sport to the studded and non-studded Pilot Alpin the optimum formation was a real challenge.

Then just before the rally commenced BT Sport announced they would be broadcasting the rally action live - so added to ITV4 and Motors TV, the Brits were suddenly presented with a real plethora of TV viewing delight.

So we were in for a real treat of a rally. And what a rally!

Stilo wearers always predominate rallying and I watched the coverage with Stilo after Stilo, both open and closed face coming onto the screen - A true testament to the quality and comfort of the Italian manufacturers. But I still found that by listening to the coverage over the internet while I worked then catching up with the viewing in the evening was the best way to get the Monte experience.



Firstly, Kubica did a brilliant job on his maiden Monte and I was certain he would be in with a podium or an off. Sadly the later was the case, but I am certain we are due to see more of his exciting style through the season. Congratulations must also go to Brian Bouffier for his very skilful tyre selection and performance in the M-Sport R5 WRC to gain a podium, just behind Ogier. Brian's experience on the rally certainly paid off well. Unsurprisingly, the smooth style and speed of Ogier and Julian Ingrassia ensured that, despite a mis-selection of tyres on Day 1, the pair could drive to a very comfortable win.

But what had us all on the edge of our seats was the performance of our lads - Kris Meeke and Paul Nagle made good use of their Monte experience, and with the highly experienced Citroen team behind

them to assert a strong position in day 1, which they managed to hold onto through the treacherous conditions of rain, sleet, ice and snow mix of the whole rally. Wasn't it great to see a Union Jack on the podium again? Well done, guys- a very competent and careful rally executed beautifully.



Now at this point I really must mention the maiden Monte Carlo of Elfyn - he had been so careful to not raise the expectations of the British public to his first rally of his first full WRC season, particularly as it was only his second outing on the WRC rally in the R5. But as it turned out, Elfyn seemed to flow with the car so well and pulled out an incredible 6th place overall. He is certainly no slouch when adverse conditions are prevalent and, with the M-Sport team behind him, his tyre selection was far wiser than expected for his level of experience, producing a fantastic result and 8 well deserved points in the driver's standings



And to finish off the British euphoria - Irishman Robert Barrable and Scotsman, Stuart Loudon in their Tunnock's World Rally Team Ford Fiesta R5 took the WRC2 by storm in their debut Monte Carlo rally

despite having the engine in 'road mode' after a turbo return pipe leaked on day 1. Day 2 saw the pair reach 4th - then came day 3 and the infamous Col de Turini which Robert and Stuart took almost completely blind, with a misted windscreen they were unable to clear or reach over to wipe it clean, losing them quite a lot of time. However steady progress in the final stage saw the pair back up and finish a very respect 3rd in the WRC2 and 12th overall



"The Monte Carlo Rally definitely lived up to my expectations of being one of the toughest rounds of the World Rally Championship, and I can see why it's regarded as a real classic. It's been quite an endurance, with a hard recce, a lot of road mileage, the technicality of the stages, the weather conditions and tyre choices," Commented Robert after the rally "The Col de Turini is an amazing stage. Three kilometres before the top it's all snow, coming down the other side is just like glass, and it's all so narrow. You can see why you don't get anything like that anywhere else in the world and I really enjoyed it."

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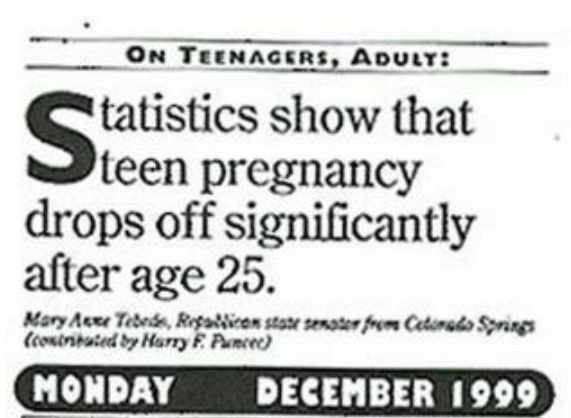
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Wallaceville Results Jan 26

								Practice	R1	R2	R3	Best			
7	Andrew	Thomson	T	Harbour	Capital	Toyota	Corolla	Blue	1587	1986	61.2	57.1	56.9	56.4	56.4
47	Andrew	Thomas	T	Hutt	Valley	Toyota	Corolla	Gti white	1600	1990	58.4	57.1	56.7	56.4	56.4
6	Peter	Collins	T	Harbour	Capital	Toyota	Corolla	Red	1600	1985	68.7	58.9	58.3	58.7	58.3
2	Bryn	Holdaway	T	Hutt	Valley	Toyota	Corolla	GT Blue	1600	1985	56.9	63.7	63.7	63.3	63.3
4	Vivian	Eden	R	Hutt	Valley	BMW	325i	Red	2500	1987	65.3	61.7	60.4	59.9	59.9
124	Stuart	Becker	R	Fiat	Fiat	124	Blue		1608	1971	62.6	60.5	60.9	60.9	60.5
13	Mike	Wallis	R	Hutt	Valley	BMW	325	Black	2500	1987	62.2	61.3	61.1	dns	61.1
130	Trevor	Wall	R	Fiat	Fiat	130TC	Abarth	Red	1995	1985	62	62.8	62	61.8	61.8
23	Webster	Gough	I	Harbour	Capital	Toyota	Starlet	GT	2263	1991	57.8	54.9	54.4	53.6	53.6
11	Matt	Gaskin	I	Hutt	Valley	Nissan	Skyline	Tur white	4250	1990	58.5	54.4	54.1	53.8	53.8
19	Craig	Bartosh	I	Hutt	Valley	Ford	Escort	Blue	1998	1968	58	55.2	55.7	54.7	54.7
5	Nick	Chong	U	Harbour	Capital	Honda	Integra	White	1998	2003	57.5	55.3	54.8	53.9	53.9
41	Oli	Hendra	U	MOWOG	Honda	Civic	SIR	Red	1595	1991	62.1	58	57.3	56.7	56.7
1	Leon	Cast	U	Harbour	Capital	Honda	Integra	White	1800	1996	62.7	60.2	58.8	58.7	58.7
228	Greg	Fowles	U	Hutt	Valley	Honda	Civic	EF9 Black	1800	1989	66.4	60.6	59.2	59	59
71	Andrew	Francis	M	MG	Toyota	Corolla	Silver/Black		1587	1982	58.6	59.1	57.3	61.1	57.3
3	Brian	Worboys	M	Harbour	Capital	Road	Rat	Red/Greer	2275	1999	67.6	62.3	59.9	62.2	59.9
14	Blair	Griffiths	M	Triumph	Toyota	Corolla	Yellow		1600	1993	66.5	65	63	63.8	63
17	Leanne	Francis	M	MG	Toyota	Corolla	Silver/Black		1587	1982	65.5	68.1	66.4	68.6	66.4
96	Mike	O'Donnell	P	BMW	Peugeot	106	Gti	Blue	1598	2006	66.1	64.3	64.5	64.1	64.1
9	Andrew	Fox	P	Triumph	MG	ZR160	Yellow		1800	2003	dnf	dns	dns	dns	999
38	Cameron	Ross	H	Hutt	Valley	Nissan	350Z	Gold	3500	2003	59.3	56.2	55.6	53.8	53.8
77	Nigel	Somerfield	H	Harbour	Capital	Nissanpuls	VZ-R Turbo	Black	2713	1999	62.7	59.7	62.1	62.6	59.7
53	Steven	Saunders	H	Kapiti	Datsun	Sunny	1800 turbo	Yellow	3060	1980	63.2	61.8	dns	dns	61.8
111	Graeme	Toomer	W	Wellington	Ford	Escort	Black		2800	1978	60.6	59.2	58	58.7	58
55	Michael	Carrick	W	Triumph	Triumph	2500PI	Mk2	Yellow	2684	1976	62.1	60	62.4	62.7	60
97	Ian	Hendra	W	MOWOG	Holden	Barina	Gti	White	1298	1987	63.1	61.1	60.2	64.4	60.2
64	Joel	Hughes	O	Triumph	Ford	Cortina	Light	Green	1498	1964	61.4	62.5	58.6	58.9	58.6
33	Neil	Simpson	O	Kapiti	Ford	Cortina	Green		1300	1966	62.9	61.1	60.6	60.4	60.4
303	Alan	Wells	O	Triumph	Triumph	2500S	Green		2498	1978	76.7	73.3	74.9	74.2	73.3
26	Tim	Steenenke	N	Harbour	Capital	Toyota	MR2 3L	Black	5097	1990	67.4	56	54.8	55.4	54.8
44	Nigel	Fleming	N	Triumph	Triumph	Dolomite	V8	Black/Red	4400	1978	61.5	57.9	56.7	55.9	55.9
162	Kayne	Thomson	N	Wairarapa	Ford	Anglia	V8	Red	5700	1953	62	58.7	58.5	57.5	57.5
99	Peter	Scott	N	Triumph	Triumph	TR7V8	Red		3500	1977	65.2	63.9	63.3	62.9	62.9
P															
1	Webster	Gough	I	Harbour	Capital	Toyota	Starlet	GT	2263	1991	57.8	54.9	54.4	53.6	53.6
2	Matt	Gaskin	I	Hutt	Valley	Nissan	Skyline	Tur white	4250	1990	58.5	54.4	54.1	53.8	53.8
3	Cameron	Ross	H	Hutt	Valley	Nissan	350Z	Gold	3500	2003	59.3	56.2	55.6	53.8	53.8
4	Nick	Chong	U	Harbour	Capital	Honda	Integra	White	1998	2003	57.5	55.3	54.8	53.9	53.9
5	Craig	Bartosh	I	Hutt	Valley	Ford	Escort	Blue	1998	1968	58	55.2	55.7	54.7	54.7
6	Tim	Steenenke	N	Harbour	Capital	Toyota	MR2 3L	Black	5097	1990	67.4	56	54.8	55.4	54.8
7	Nigel	Fleming	N	Triumph	Triumph	Dolomite	V8	Black/Red	4400	1978	61.5	57.9	56.7	55.9	55.9
8	Andrew	Thomson	T	Harbour	Capital	Toyota	Corolla	Blue	1587	1986	61.2	57.1	56.9	56.4	56.4
9	Andrew	Thomas	T	Hutt	Valley	Toyota	Corolla	Gti white	1600	1990	58.4	57.1	56.7	56.4	56.4
10	Oli	Hendra	U	MOWOG	Honda	Civic	SIR	Red	1595	1991	62.1	58	57.3	56.7	56.7
11	Andrew	Francis	M	MG	Toyota	Corolla	Silver/Black		1587	1982	58.6	59.1	57.3	61.1	57.3
12	Kayne	Thomson	N	Wairarapa	Ford	Anglia	V8	Red	5700	1953	62	58.7	58.5	57.5	57.5
13	Graeme	Toomer	W	Wellington	Ford	Escort	Black		2800	1978	60.6	59.2	58	58.7	58
14	Peter	Collins	T	Harbour	Capital	Toyota	Corolla	Red	1600	1985	68.7	58.9	58.3	58.7	58.3
15	Joel	Hughes	O	Triumph	Ford	Cortina	Light	Green	1498	1964	61.4	62.5	58.6	58.9	58.6
16	Leon	Cast	U	Harbour	Capital	Honda	Integra	White	1800	1996	62.7	60.2	58.8	58.7	58.7
17	Greg	Fowles	U	Hutt	Valley	Honda	Civic	EF9 Black	1800	1989	66.4	60.6	59.2	59	59
18	Nigel	Somerfield	H	Harbour	Capital	Nissanpuls	VZ-R Turbo	Black	2713	1999	62.7	59.7	62.1	62.6	59.7
19	Vivian	Eden	R	Hutt	Valley	BMW	325i	Red	2500	1987	65.3	61.7	60.4	59.9	59.9
20	Brian	Worboys	M	Harbour	Capital	Road	Rat	Red/Greer	2275	1999	67.6	62.3	59.9	62.2	59.9
21	Michael	Carrick	W	Triumph	Triumph	2500PI	Mk2	Yellow	2684	1976	62.1	60	62.4	62.7	60
22	Ian	Hendra	W	MOWOG	Holden	Barina	Gti	White	1298	1987	63.1	61.1	60.2	64.4	60.2
23	Neil	Simpson	O	Kapiti	Ford	Cortina	Green		1300	1966	62.9	61.1	60.6	60.4	60.4
24	Stuart	Becker	R	Fiat	Fiat	124	Blue		1608	1971	62.6	60.5	60.9	60.9	60.5
25	Mike	Wallis	R	Hutt	Valley	BMW	325	Black	2500	1987	62.2	61.3	61.1	dns	61.1
26	Trevor	Wall	R	Fiat	Fiat	130TC	Abarth	Red	1995	1985	62	62.8	62	61.8	61.8

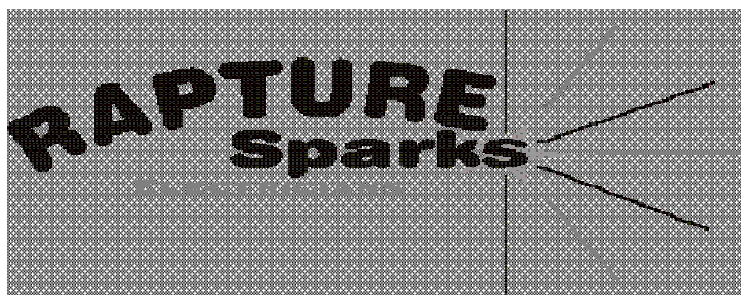
A boy asks his granny, 'Have you seen my pills, they were labelled LSD?'

Granny replies, f@@k the pills, have you seen the dragons in the kitchen?!

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19-Jan-14

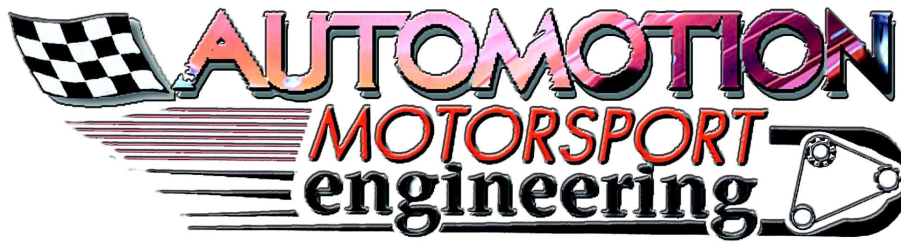
Driver	Vehicle	Class	Club	Run 1	Run 2	Run 3	Run 4	Fastest	Overall	Class A	Class B	Class C	Class D	Class E
Tim Sillay	Mallock	C	HVMC	88.28	87.21	85.66	85.26	85.26	1			1		
Alan Groves	Impreza WRX	E	HCCC	89.76	89.04	88.12	87.89	87.89	2					1
Bruce Graham	Pulsar	C	HVMC	90.11	89.07	88.14	89.12	88.14	3			2		
Daniel Picard	Mirage T	E	HVMC	93.13	90.92	90.60	88.54	88.54	4					2
Matt Gaskin	Skyline	D	HVMC	89.96	90.73	89.08	89.63	89.08	5				1	
Gary Maddock	Starlet	D	HCCC	92.50	90.80	89.30	98.13	89.30	6				2	
Webster Gough	Starlet T	D	HCCC	99.77	91.72	89.85	89.44	89.44	7				3	
Alex Ebbeling	Evo 3	E	Levin	93.36	90.30	89.58	91.01	89.58	8					3
Peter Collins	Corolla	B	HCCC	91.40	90.68	91.78	90.09	90.09	9		1			
Jared Rush	Trueno	B	HVMC	93.11	92.03	91.38	90.13	90.13	10		2			
Nick Chong	Integra	C	HCCC	92.81	91.32	91.14	90.41	90.41	11			3		
Bruce Dove	Trueno	B	HVMC	93.28	92.30	90.41	DNS	90.41	11		3			
Tim Steeneken	Toyota MR2	D	HCCC	92.55	90.90	90.59	90.44	90.44	13				4	
Wade Noedl	Civic	C	HVMC	91.12	91.43	90.54	DNF	90.54	14			4		
Geoff Warren	Subaru WRX	E	HVMC	94.31	92.20	90.89	90.92	90.89	15					4
David Graham	Datsun 1200	B	HCCC	97.71	95.13	90.92	DNF	90.92	16		4			
Steve Jopson	Escort	C	HVMC	100.42	95.25	91.15	92.09	91.15	17			5		
Antony Futter	Corolla 4WD	E	HVMC	92.90	94.10	92.92	91.33	91.33	18					5
Andrew Thomson	Corolla	B	HCCC	95.06	93.62	91.53	92.90	91.53	19		5			
Greg Fowles	Civic	C	HVMC	91.84	DNF	DNS	DNS	91.84	20			6		
Adrian Marsden	200SX	D	HCCC	95.64	93.23	92.36	94.12	92.36	21				5	
Loren Brookes	Subaru WRX	E	HCCC	93.75	93.28	93.43	92.64	92.64	22					6
Brendon Glendinning	Impreza WRX	E	HCCC	97.92	94.86	95.35	92.69	92.69	23					7
Andrew Thomas	Corolla	B	HVMC	96.27	93.64	94.29	92.88	92.88	24		6			
Cameron Ross	350Z	D	HCCC	95.21	94.25	95.76	93.09	93.09	25				6	
Cam Garthwaite	Mirage	B	HCCC	93.64	95.21	93.65	DNF	93.64	26		7			
James Sillay	Imp	A	HVMC	96.17	95.30	93.67	94.11	93.67	27	1				
Leon Cast	Integra	C	HCCC	97.90	95.91	95.76	93.94	93.94	28			7		
Aaron Eglinton	Trueno	B	Wellington	97.51	94.49	95.58	95.12	94.49	29		8			
Neil Rush	Integra	C	HVMC	98.78	97.49	97.89	94.79	94.79	30			8		
Ian Hendra	Barina	A	MOWOG	98.67	97.46	96.80	95.97	95.97	31	2				
Greg Hart	Levin	B	HVMC	98.24	98.30	96.83	96.11	96.11	32		9			
Keith McClure	Civic	C	HCCC	99.72	96.61	DNF	DNS	96.61	33			9		
Chelles Roberts	Mirage	B	HCCC	100.59	96.65	97.97	DNS	96.65	34		10			
Brian Worboys	Road Rat	D	HCCC	WW	99.79	98.02	97.33	97.33	35				7	
Shane Atkinson	Civic	C	HCCC	100.19	97.45	DNS	DNS	97.45	36			10		
Steve Gaskin	Escort	D	HVMC	109.14	111.00	WW	97.50	97.50	37				8	
Paddy Hanna	Pulsar GTIR	E	HVMC	103.54	101.01	99.05	97.81	97.81	38					8
Ross Hubbard	Corolla GT	B	HCCC	100.98	100.38	100.04	97.87	97.87	39		11			
Mark Bousfield	Supra	D	Targa	99.51	99.41	98.09	98.19	98.09	40				9	
Dick Butters	Subaru WRX	E	HCCC	100.27	98.14	98.83	107.78	98.14	41					9
David Hogan	Mallock	D	HVMC	105.60	99.12	99.85	129.75	99.12	42				10	
Cathy Reid	Mirage	B	HVMC	103.46	99.31	99.34	100.57	99.31	43		12			
Stephen Heise	Falcon	D	HCCC	100.97	99.74	100.11	120.23	99.74	44				11	
Mike Reid	Mirage	B	HVMC	109.46	104.43	101.58	100.00	100.00	45		13			
Amy Warren	Subaru WRX	E	HVMC	109.01	105.32	107.63	102.57	102.57	46					10
Jonny Wallace	Escort RS 2000	C	Wellington	102.71	DNF	DNS	DNS	102.71	47			11		
Kai Taylor	Legacy	E	HVMC	110.25	106.62	104.56	102.97	102.97	48					11
Scott Kreyll	Evo 8	E	Kapiti	DNS	DNS	DNS	DNS	DNS						



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Taupo Sportscars

Wellington was well represented at the Tasman Revival Taupo round of the NZ Sports car Championship my myself, John Mines and Mark Galvin, with Dave Beazer lining up in his pretty S4 7 in another of the groups on the 11th and 12th of January. It was my first outing in the Radical SR3 at this track. I've done plenty of laps around the short old track in my 7 and a Formula Challenge, but my only time around the long track has been in Iain Atkinson's 944 Targa car. It was quite a steep learning curve for me on Friday practise.



Interesting?!

The track is VERY different to Manfeild and Hampton Down with a lot less grip thanks to the pumice dust that blows onto the track, not to mention the scoria that fills the traps trackside. A big thanks to Daryl Cooley and Peter Z. for his help on the Friday as I hunted for a setup that would work. I did get a huge number of laps in though; about twice what I would do over the Saturday and Sunday of the race weekend, so the track was being learned. My data logger was proving extremely useful for feedback, which was important as I didn't have any similar performance cars on track to gauge myself against. John had some bad luck with a suspension failure that then broke his left drive shaft. Thanks fully a replacement was on the way to him for the next days' racing. Dave Beazer also had trouble with an ailing gearbox and took no further part in the weekend's on track entertainment. My best time on the practise day was 1:35.4. Thanks to ever slipperier track conditions over the weekend, that would stay as my fastest lap.



SR3 and JRM Dealing to Formula Holden

Saturday was hot. No, make that HOT! The field of sports cars had halved overnight with a couple of drivers not arriving, some braking down and a further two moving to a slower event after seeing the super quick lap times the majority of the field was posting. To give you some idea, I was well inside both the Formula Ford and NZV8 records, and I'm midfield! The smaller field was a brace of Juno's, the Terra FX, a Radical SR3RS 1500 driven by newcomer to Sports cars, but extremely experienced race driver, Alistair Wootten, the Radical Clubsport, John Mines in JRM3 and myself.

Lots of water was needed and some further car setup changes to help keep everything settled Nathan and Ian and arrived overnight to crew and Elton Goonan of Formula Challenge was on hand with some local knowledge.

The car was sitting too high, so we dropped it before the first race.

This didn't make any difference, but should be a big step forward once I get my rear defuser onto the car. There was only qualifying and one race, so not much track time, but the eight laps of the race felt pretty good under a clear blue sky. John had some more bad luck in this one when an oil line sprayed onto his exhaust. John dealt with this himself trackside, and was able to sort things out for the next day.



Sunday was overcast and a bit drizzly, so everyone was making sure their wets were ready if called upon, but the rain stayed away. I was chasing Kevin Addington's Radical Cub sport powered by a turbo charged Kawasaki 1300 when he had a big moment and headed off track on the left before coming back on track almost driving into the side of me on the way through. That was close. The rest of the race was pretty OK with John Mine chasing me down hard after I ran wide on the first corner but I managed to hang on in front.

Sunday had a sad note to it with the second visit to the track over the weekend for the local rescue helicopter following a nasty crash on the Saturday by a MG and Sunday for a historic Formula Ford driver that was taken out and turned turtle. It's sobering to see a fellow competitor badly hurt and it does bring reflection that what we choose to do is not without risk.

The last race of the weekend was a handicap start. The field was lead away by a 2000's era Formula Ford and a Formula Holden that were in our races under the Formula Libre umbrella. It's

pretty weird feeling to pull up for a reverse grid start and see formula cars in front of you! I guess this gives a really good insight into just how fast the Sports cars have gotten in this country. The dominating Junos were starting from well back and John and I, on paper at least, were on with a chance of a

1-2 finish if we got on with it straight off the line, which we did.

It's great being on track with John as I can be certain he won't do anything crazy, plus his advice is invaluable. I'm not sure if he'll appreciate this, but seeing him in my mirrors, rather than zooming away from me was quite a moment. It makes me feel like I'm learning the craft slowly, but surely.



Late braking!

Dean beached the black Juno, bringing out the safety car and compressing the field right up. The restart saw me passed by the quicker guys the first time we came to the back straight, leaving me following John closely. I was determined not to brake until I had seen John throw out the anchors the next time down the long stretch. And almost followed John down the escape road when he went too deep, and then passed Dean's Juno sitting off on the infield for a second time for a good finish a couple of laps later. The highlight had to be drafting the Formula Holden down the long straights and driving underneath it into the first corner. What a feeling!

There's some in-car video on my YouTube Channel [youtube.com/richard7k](https://www.youtube.com/richard7k) (race 2 1:20 in is the bit you want to see) and some pics available at <http://tinyurl.com/taupo-RK>.

The next stop on the sports car calendar is Hampton Downs 15-16 February, come and say hello if you are there!

Thanks again to Nathan Head, Iain Atkinson, Daryl Cooley and Elton Goonan for your help over the weekend and to Atomise Limited, UPS Power Solutions, JMR Storage and Wilford Motorsport for their support.

Richard Kelly

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	3=	Ron Scanlan	WGTM
<u>PORIRUA AUTO & TYRE SERVICES</u>	1	Graham Heath	HCCC
GRAVELSPRINTS	2	Brendon Norling	HCCC
	3	Dick Butters	HCCC
<u>RALLYWOODS TROPHY</u>	1	HARBOUR CAPITAL CC	
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	3	KAPITI CC	
<u>THE PIERSON CUP</u>	1	Alan Groves	HCCC
MOTORKHANA	2	Tim Steeneken	HCCC
	3	Graham Heath	HCCC
<u>THE STEWARDS' TROPHY</u>	1	HARBOUR CAPITAL CC	
MOTORKHANA	2	HUTT VALLEY MC	
	3		
<u>VESTA BATTERY TROPHY</u>	1		
	2		
	3		
<u>HCCC AUTOCROSS DRIVERS TROPHY</u>	1	Alan Groves	HCCC
AUTOCROSS	2	Graham Heath	HCCC
	3	Neil Roots	HCCC
<u>HONDA CHALLENGE TROPHY</u>	1=	Wayne Gair	HCCC
TRIALS	1=	Dianne McDonald	HCCC
	2=	John Rapley	HCCC
	2=	AJ Martin	HCCC
	3=	Cathy Reid	HVMC
	3=	Mike Reid	HVMC
<u>ROAD & TRACK ACCESSORIES TROPHY</u>	1	Piran Pigneguy	KAP
RALLYSPRINTS 4WD	2	Marty Smith	WGTM
	3	Matt Patterson	KAP
<u>WMSA 2WD RALLYSPRINT TROPHY</u>	1	Aaron Cook	KAP
RALLYSPRINTS 2WD	2	Peter Langdon	HVMC
	3	Gary Leach	KAP
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<u>SEALED SPRINTS 0 - 1300cc</u>	1	Dick Butters	HCCC
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	2=	Daniel Picard	HVMC
	2=	Quentin Toebe	MG
<u>SEALED SPRINTS 1301 - 1600cc</u>	1	Andrew Thomas	HCCC
	2	Greg Hart	HVMC
	3	Leon Cast	HCCC
<u>SEALED SPRINTS 1601 - 2000cc</u>	1	Graham Heath	HCCC
	2	Neil Rush	HVMC
	3	Matt Rule	HVMC
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Len's Photos at start of Gisborne Rally last year. Andrew Hawkswood's Mazda 2.

