



WHEELSPIN

October 2014
www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Harbour Capital team at the Daybreaker

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 1st October 2014 @7:30



It has been a relatively quiet month for me, as far as motorsport goes anyway. Depending on exactly when Len puts the magazine together, I may have only done one event (as I write this, it is Friday, and I am navigating in Daybreaker on Saturday...)

My only outing in the Corolla was the HVMC Trentham autocross. It was a rainy miserable morning, so there was a fairly small turnout of only 20 entrants. While that makes it a bit of a financial disappointment for the organising club, it does make the day go a heap more quickly as a competitor.

They had tightened up the course a lot from the last few events, so there was a bit of a learning curve there, as the apex of the subdivision curve in the road was a really late one, actually requiring me to drop back to first to keep on cam out of the corner.

I left my "Supercat" road tyres on for the first two wet runs (despite the name, they are not nearly as Super as you might hope), and got fairly slow times. My brain really just wasn't at all in the correct frame of mind, so I was driving like somebody on a commute, rather than at a competition. At this point I think I was about 14 seconds behind the leaders, which was a bit depressing. The weather and road was starting to dry out pretty well by now, so I did a change onto my race rubber (the Starspec Dunlop tyres that I mentioned last month). Thankfully this dropped my times by a good margin, and suddenly I was back into the top half of the field again!

I was doing remote scrutineering for Daybreaker, so amongst my runs, I also scrutineered a couple of Rally cars, and also did an Authority Card inspection. Nothing like a bit of multi tasking ...

My final timed run arrived quickly, and the Kim Naylor Trophy section of the event was done not long after half past eleven.

I ended up in fifth overall, and second in class (behind Neil Rush in the Integra). I was pretty happy with that, as the mighty Corolla probably wasn't ever going to keep up with the cars ahead of me, and it was really only the good tyres that saw me that far up the field. Tim in the MR2, and Loren in his Sti very close behind me (with less than half a second separating us).

Al Groves was out there for the first time in the new Albaru car. As most of you know, the blue coupe that Al has campaigned for around the last ten years, became quite seriously "adjusted" at a hillclimb, after a very large post jumped in front of the passenger side "B" pillar area (the same

event caused Loren's coupe to be adjusted, but not terminally).

He got a decent result on the day (particularly considering he was still on a factory ECU), coming home in second place, but didn't stick around for the shoot-out, as he was hearing a few unfamiliar rear end clonk sort of noises.

As far as I am aware, the only off track excursion was Robert Burrowes (running in his Dad's auto road car, of the WRX or Sti variety). I wasn't in sight, but apparently he came around the corner, but then kept on turning and vanished into the shrubbery. I'm not sure how damaged the car was, although he did drive it back to the pits.

The shootout was hotly contested, although I eliminated myself almost immediately, by getting a much better launch than usual, and ploughing straight through one of the cones almost completely sideways and locked up. Oh well, if you're going to make a mess of things, might as well make a complete and utter hash of it, and with a passenger in the car too. I managed to go through the cones hard enough that I put a new collection of cone rub marks in the doors, and apparently drag the cones far and fast enough to get some sparks off the road.

While the rest of my month was remarkably busy it didn't really involve motorsport. Although it did involve a bunch of HCCC folk, as myself, Amy, Brendon, and Stacey spent a week in Rarotonga.

We rented a cheap little hack for the week (four people meant that a car made more sense financially, and also from the point of view of only needing one sober driver). Our rental was a rather beaten up Toyota, and the first time we approached it we identified it as a Toyota, however were unsure what model it was. Therefore it was christened the Toyota "What"?

It is quite safe to say that vehicle compliance standards are not a priority in Raro, as our Toyota "What" was making some very serious wheel bearing noises. Add to that, completely poked shocks (pogo feature), the roads composed almost entirely of connected potholes, and a huge amount of vagueness in the steering ... even at the maximum speed on the roads there, it was quite an adventure.

The fleet there is certainly interesting, with most of the vehicles being a collection of odd brand name Chinese knock off scooters, along with a collection of extremely rusted out cars. We saw Nissan Bluebirds with large sections of door missing, Nissan March's with almost every panel rotted out. Along with the mundane vehicles, we also saw a few cars that made you wonder why you would bother to own it, on an island with very rough roads and a speed limit of 50k. There were some big Euro cars including some SUV types, one Supra, a couple of WRX's, and a boy raced Legacy turbo.

On our last days there, Adam and Jilly arrived in for a wedding, so we ended up with a mini HCCC meeting and some meals out, which was most excellent.

Shortly after arriving back in the county, I've rejoined the workforce, and have a three month trial with LVVTA, assisting with certification matters. So that kind of rounds off my vehicle regulations career, having worked for Motorsport NZ, then NZTA. Certainly it sees me more in my natural element than when I was working in maritime regulations!

Don't start asking me hard LVV cert questions though, as I've only just started, and I definitely still am only on training wheels.

That might be all from me this month, unless Len is putting the magazine together on Sunday afternoon, in which case it might start again when I get home from the Daybreaker Rally!

See you somewhere with cones!

Leon

They've got a new machine in my fitness centre. I only used it for half an hour as I started to feel sick. It's great though. It does everything Kit Kats, Mars bars, Snickers, Crisps, the lot!

Tales of a new competitor..... Rally driving!

Daybreaker Rally 2014 Car: Toyota Starlet

Driver: Jilly Hutson Co-Driver: Neil Roots



Jilly & Neil in action on the Daybreaker.

Photo John Tennant

Crew: Adam Fisher, Richard Haines and Mike Reid

When I first joined the car club back in 2003, I had the dream of co-driving in a rally car but had never considered I would ever drive in a rally. With lots of support from the likes of Neil, Duane, Webster, Dave and Brian, I got into competing in the paddock in Levin. Club level has been so much fun and I have learned so much extra driving skills (and a bit of the mongrel that Neil told me I needed☺) from doing these events but still hadn't thought I would move from here.

The co-driving side came to fruition with big thanks to Brian Rowe, who taught me heaps about this role, I was then able to take this into competing with Bernie in the Capri in Targa events and with Adam in the starlet on Gravel. As time has gone on I started to consider the possibility of actually driving so a couple of years back I dual drove the gravel sprint series with Adam and had a ball but always very cautious.

Last year I then started talking about doing Daybreaker rally but the car wasn't ready after its big rebuild, lots of excuses later I finally took the plunge and entered this year's Daybreaker Rally.

Adam seriously thought about co-driving for me but eventually had to concede that he couldn't do it

so Neil Roots offered his services to come and guide me on my debut rally. In the weeks leading up to the event, my apprehension and doubts had been building, but the support and encouragement from all over the place has been quite humbling.

We headed up to Palmerston North on Friday afternoon with the combined crews of Rex Vizable and Len Fisher in their Subaru and Neil and I with the Starlet for documentation. Rex had the new window names so this was the first big change to make to the car. Wow this is really going to happen. A trip to the supermarket for supplies and then off to Brent & Julie's place for the night. Saturday morning, 27th Sept, alarms went off at 3am! This years event was taking it back towards the original Daybreaker Rally that used to start at midnight. The first car left Palmerston North at 3:30 am with the first stage at Ohingaiti starting at 5am. Most cars left with the big light bars on the front and I think we were one of the only ones without this but we figured that as we were last car it would be kinda light by then. Lining up as a driver was quite a different feeling and having to just listen and wait for the directions was a new experience but Neil made it very easy with good timely instructions and lots of encouragement. As we rolled up to the first start line at 5:45 the light just changed in the last 3-4 minutes and made it so we mostly didn't need lights.

Stage 1 – starting off was quite scary and getting the feel of the car on the gravel took most of the 16km stage to shake off the nerves, I did get into 3rd gear briefly. What a feeling though, to actually finish the first one and wanting to do more. We toured off to stage 2 and with more confidence we lined up and set off again. This time Neil was more vocal on encouraging me to take it up notch and be more mechanically unsympathetic, each gear can be revved up to 7000rpm so with this information I was more daring and picked up the pace... well a little anyway. As the day went on I did gain more confidence to pick up the pace a tad more and also start to move the car around a wee bit. The next round of stages after the first service took us up above Taihape and a tour back down the Napier-Taihape highway. My challenge was for Stage 3, as it was approximately the same length as Stage 1 at 17km was to get my time down under 20 mins which we did thankfully to 18 mins. Stage 4 was 29km so a chance to really settle into a good rhythm. At the start of Stage 5, I asked Neil what our report time was, 09:33 came the reply, ah ah ah, oh yeh it is only that time since we started so early. Brian Craig tells me this is an open fast stage so was good to be able to pick up the pace and even ventured into 4th gear for a short while. Back to Taihape for the second service before heading south and east to the 21km Stage 6 around Mangaweka and then the monster stage 6 at 43kms. I really enjoyed this one as Neil told me I was able to keep up a good consistant pace all the through. I didn't want this one to end as I really enjoyed just being able to challenge myself to push a bit harder. There was 3 cars stopped in this stage, one into a fence, another mechanical and the last looked like a small game of ping pong with the banks left them parked diagonally across a lefthander that we had to squeeze past. Stage 8, at 8km was a short sprint after the marathon last stage, then a tour over to Apiti for the final service. The boys swapped the tires front to back to put the better tires on the front and checked the front wheelbearing that was showing a bit of wear.

We set off for the final 3 stages with a small amount of relief and sadness as it had been quite a long day as we had started 11 hours ago. Stage 9 and 10 were approx. 9km long and both a nice mix of open sections with enough twisty bits to keep you on your toes. The last stage was Ridge Rd which is iconic stage to do. It is punctuated for most of the 24km with the sticking out strainer posts that can catch the unwary. This was a magic stage to end my first rally and definitely felt I had the rally grin that Dave talks about at the end. 44km tour back to Palmerston North and a fabulous reception driving into the final control in the Palmerston North square.

We finished in last place and 2nd in Class A with a straight car and a very happy driver. Thank you Neil for all your help and support during the day, your calm encouragement was really fabulous to help calm the nerves and help me on this next journey. A few thank yous, to Brendon and Adam for their fabulous work on preparing the car that didn't miss a beat all day. Adam, Richard and Mike for their help in servicing for us and to Brent and Julie for the use of your house for the weekend.

Jilly

WOMEN'S REVENGE

'Cash, check or charge?' I asked, after folding items the woman wished to purchase.

As she fumbled for her wallet, I noticed a remote control for a television set in her purse.

'So, do you always carry your TV remote?' I asked.

'No,' she replied, 'but my husband refused to come shopping with me, and I figured this was the most evil thing I could do to him legally.'

In Memorium

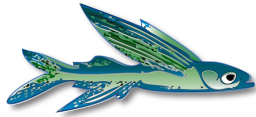
Sam (19) and Angus (Gus)(15) Donald 10 July 2014

It is with great sadness we attended the funeral of these fabulous young men. They were heading down to the South Coast to go fishing and sadly ran off the road and lost their lives.

The Donald family have been incredibly generous to our club with the use of the paddocks over in Tauherenikau. In the last couple of years we have been going over there we have got to know Gus and the youngest Bailey during these events. Both have always been incredibly helpful setting up the courses and were keen to have a go as well, Bailey more so than Gus. Gus was happy helping with timing but usually disappeared to go shooting which was his passion leaving Bailey to skid around the paddock..

From all of the club we would like to extend our sympathies to David, Tracy and Bailey we all are thinking of you in this difficult time.

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## Flying Fish Enterprises Ltd

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



**Australian Government**

**Medicare Australia**

The phone rings and the lady of the house answers, "Hello."

"Mrs. Sanders, please."

"Speaking."

"Mrs. Sanders, this is Doctor Jones at Saint Agnes Laboratory. When your husband's doctor sent his biopsy to the lab last week, a biopsy from another Mr. Sanders arrived as well... We are now uncertain which one belongs to your husband. Frankly, either way the results are not too good."

"What do you mean?" Mrs. Sanders asks nervously.

"Well, one of the specimens tested positive for Alzheimer's and the other one tested positive for HIV. We can't tell which is which."

"That's dreadful! Can you do the test again?" questioned Mrs. Sanders.

"Normally we can, but MEDICARE will only pay for these expensive tests once."

"Well, what am I supposed to do now?"

"The MEDICARE Helpdesk recommends that you drop your husband off somewhere in the middle of town.

If he finds his way home, don't sleep with him



## Club Points to date, sorted by overall

| 2014<br>name in green = qualified<br>for cups) | (your<br>All<br>Rounder | Overall | Total<br>Speed<br>events | m/khana | trial | organiser<br>(you need<br>12 pt for<br>cups) | Co-driver | Rally<br>driver | speed-<br>hillclimbs<br>& sprints | Auto X |
|------------------------------------------------|-------------------------|---------|--------------------------|---------|-------|----------------------------------------------|-----------|-----------------|-----------------------------------|--------|
| Leon Cast                                      | 82                      | 70      | 53                       | 12      | 0     | 12                                           | 5         | 0               | 36                                | 17     |
| Rex Vizable                                    | 68                      | 68      | 68                       | 0       | 0     | 0                                            | 0         | 35              | 33                                | 0      |
| Webster Gough                                  | 69                      | 57      | 49                       | 8       | 0     | 12                                           | 0         | 0               | 47                                | 2      |
| Graham Heath                                   | 53                      | 53      | 53                       | 0       | 0     | 0                                            | 0         | 0               | 53                                | 0      |
| Jilly Hutson                                   | 76                      | 52      | 1                        | 7       | 20    | 24                                           | 24        | 0               | 1                                 | 0      |
| Adam Fisher                                    | 64                      | 52      | 41                       | 11      | 0     | 12                                           | 0         | 24              | 17                                | 0      |
| Andrew Thomson                                 | 63                      | 51      | 51                       | 0       | 0     | 12                                           | 0         | 0               | 51                                | 0      |
| Tim Steeneken                                  | 49                      | 49      | 49                       | 0       | 0     | 0                                            | 0         | 0               | 24                                | 25     |
| Alan Groves                                    | 47                      | 47      | 35                       | 12      | 0     | 0                                            | 0         | 0               | 15                                | 20     |
| Dick Butters                                   | 46                      | 46      | 46                       | 0       | 0     | 0                                            | 0         | 0               | 34                                | 12     |
| Peter Collins                                  | 45                      | 45      | 45                       | 0       | 0     | 0                                            | 0         | 0               | 21                                | 24     |
| Loren Brookes                                  | 40                      | 40      | 29                       | 11      | 0     | 0                                            | 0         | 0               | 12                                | 17     |
| Brian Craig                                    | 48                      | 36      | 16                       | 0       | 20    | 12                                           | 0         | 5               | 11                                | 0      |
| Len Fisher                                     | 47                      | 35      | 0                        | 0       | 0     | 12                                           | 35        | 0               | 0                                 | 0      |
| Stephen Heise                                  | 34                      | 34      | 34                       | 0       | 0     | 0                                            | 0         | 0               | 13                                | 21     |
| Fleur Pederson                                 | 26                      | 26      | 0                        | 0       | 0     | 0                                            | 26        | 0               | 0                                 | 0      |
| Neil Roots                                     | 24                      | 24      | 12                       | 10      | 0     | 0                                            | 2         | 0               | 12                                | 0      |
| Brian Worboys                                  | 24                      | 24      | 24                       | 0       | 0     | 0                                            | 0         | 0               | 11                                | 13     |
| Brendon Glendinning                            | 22                      | 22      | 22                       | 0       | 0     | 0                                            | 0         | 0               | 22                                | 0      |
| Nick Chong                                     | 21                      | 21      | 21                       | 0       | 0     | 0                                            | 0         | 0               | 21                                | 0      |
| John Tennent                                   | 32                      | 20      | 0                        | 0       | 20    | 12                                           | 0         | 0               | 0                                 | 0      |
| David Graham                                   | 20                      | 20      | 20                       | 0       | 0     | 0                                            | 0         | 0               | 20                                | 0      |
| Sam Burgess                                    | 19                      | 19      | 19                       | 0       | 0     | 0                                            | 0         | 0               | 0                                 | 19     |
| Tony Aimers                                    | 18                      | 18      | 18                       | 0       | 0     | 0                                            | 0         | 8               | 10                                | 0      |
| Ben Stockbridge                                | 17                      | 17      | 0                        | 0       | 17    | 0                                            | 0         | 0               | 0                                 | 0      |
| Callum McKenzie                                | 15                      | 15      | 9                        | 6       | 0     | 0                                            | 0         | 0               | 9                                 | 0      |
| Corey Smith                                    | 14                      | 14      | 14                       | 0       | 0     | 0                                            | 0         | 0               | 14                                | 0      |
| Gary Maddock                                   | 24                      | 12      | 12                       | 0       | 0     | 12                                           | 0         | 2               | 10                                | 0      |
| Bill Peacocke                                  | 12                      | 12      | 0                        | 0       | 12    | 0                                            | 0         | 0               | 0                                 | 0      |
| Shane Atkinson                                 | 11                      | 11      | 11                       | 0       | 0     | 0                                            | 0         | 0               | 4                                 | 7      |
| Hayden Perkins                                 | 10                      | 10      | 10                       | 0       | 0     | 0                                            | 0         | 0               | 10                                | 0      |
| Ross McKenzie                                  | 9                       | 9       | 0                        | 9       | 0     | 0                                            | 0         | 0               | 0                                 | 0      |
| Nigel Somerfield                               | 8                       | 8       | 8                        | 0       | 0     | 0                                            | 0         | 0               | 8                                 | 0      |
| Jeremy Aimers                                  | 8                       | 8       | 0                        | 0       | 0     | 0                                            | 8         | 0               | 0                                 | 0      |
| Vaughn Majendie                                | 8                       | 8       | 8                        | 0       | 0     | 0                                            | 0         | 8               | 0                                 | 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      |
| Christina Te Punga                             | 7                       | 7       | 0                        | 0       | 7     | 0                                            | 0         | 0               | 0                                 | 0      |
| Paul Te Punga                                  | 7                       | 7       | 0                        | 0       | 7     | 0                                            | 0         | 0               | 0                                 | 0      |
| Ian Stewart                                    | 6                       | 6       | 5                        | 1       | 0     | 0                                            | 0         | 0               | 5                                 | 0      |
| Baden Smith                                    | 4                       | 4       | 4                        | 0       | 0     | 0                                            | 0         | 0               | 2                                 | 2      |
| Dianne McDonald                                | 4                       | 4       | 0                        | 0       | 4     | 0                                            | 0         | 0               | 0                                 | 0      |
| Wayne Gair                                     | 4                       | 4       | 0                        | 0       | 4     | 0                                            | 0         | 0               | 0                                 | 0      |
| Rich Tucker                                    | 3                       | 3       | 3                        | 0       | 0     | 0                                            | 0         | 0               | 0                                 | 3      |
| Stacey Glendinning                             | 3                       | 3       | 3                        | 0       | 0     | 0                                            | 0         | 0               | 3                                 | 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      |
| John Rapley                                    | 24                      | 0       | 0                        | 0       | 0     | 24                                           | 0         | 0               | 0                                 | 0      |



"I have metal fillings in my teeth. My refrigerator magnets keep pulling me into the kitchen. That's why I can't lose weight!"



## 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.

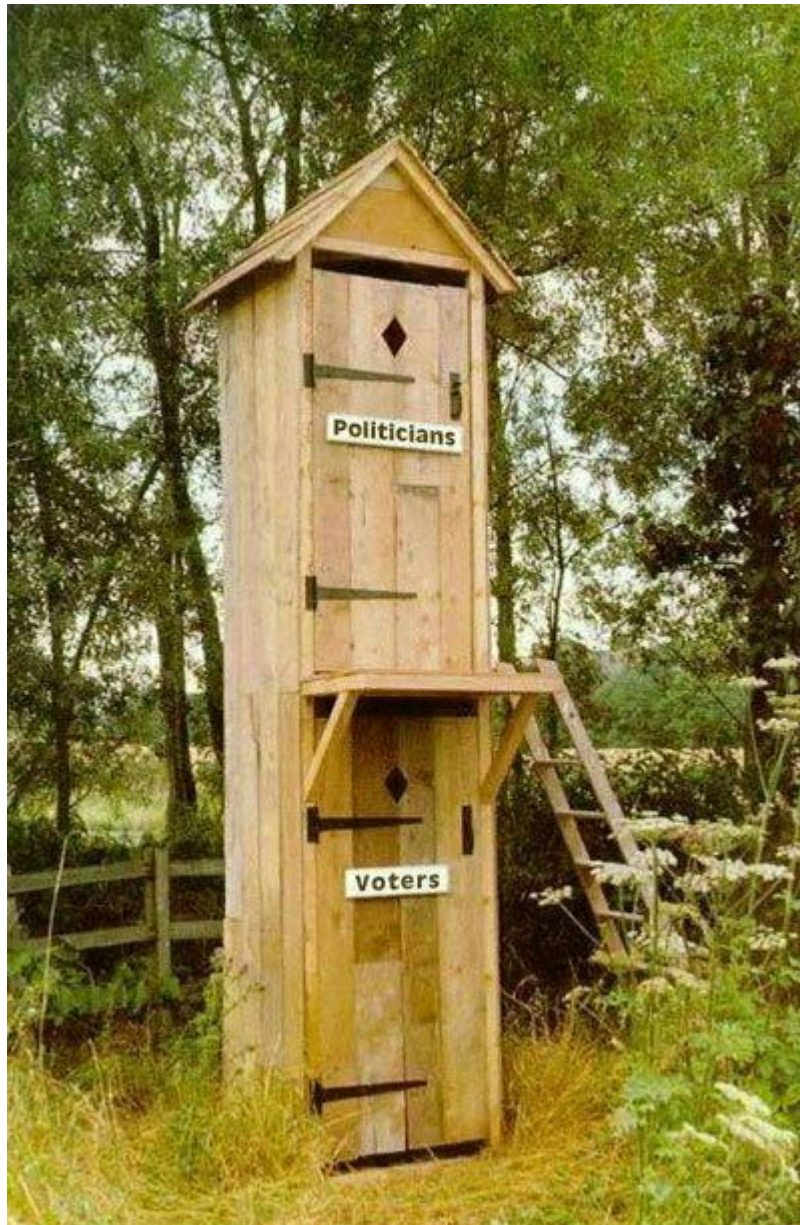
Be there by 10am. These are great events; most competitors are using old unregistered cars as it is sometimes a bit rough.

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

The dates for the rest of 2014 are

|            |             |                     |
|------------|-------------|---------------------|
|            | 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.



## WORDS

A husband read an article to his wife about how many words women use a day.  
30,000 to a man's 15,000.

The wife replied, 'The reason has to be because we have to repeat everything to men...

The husband then turned to his wife and asked, 'What?'

## Wellington Motorsport Association Calendar 2014

|                 | 27               | Duncan Trophy                      | Wairarapa               | Shelley Bay                      | DM/Sc |
|-----------------|------------------|------------------------------------|-------------------------|----------------------------------|-------|
|                 | 28               | Sealed Sprint                      | Wellington              | Shelley Bay                      | DM/Sc |
| <b>October</b>  | 5                | Gravel Sprint                      | Wairarapa               | Puketiro Road                    | GS    |
|                 | 8                | Night Trial (Reid)                 | Hutt Valley             | Starts at HVMC Clubrooms         |       |
|                 | 11               | Rally of the North                 | NSSC                    | Paihia                           |       |
|                 | 18               | Gravel Sprint                      | Hawkes Bay CC           | TBC                              |       |
|                 | 19               | Gravel Sprint<br>Gravel Sprint     | Hawkes Bay CC<br>Levin  | TBC<br>Waiorongomai Road         | GS    |
|                 | 25               | Race - IRC Series                  | Taupo CC                | Taupo                            |       |
|                 | 26               | Sealed Sprint<br>Race - IRC Series | Hutt Valley<br>Taupo CC | Port Road, Seaview<br>Taupo      | DM/Sc |
| <b>November</b> | 27 Oct<br>-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<br>Sealed Sprint     | Wairarapa<br>Dannevirke | Dorsets Road<br>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

|                 |                      |
|-----------------|----------------------|
| Levin           | 027 442 1639 (Chris) |
| 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      |

## Duncan McKenzie Trophy Points so far:

| <b>DUNCAN MACKENZIE</b> |                | Port Rd        | Alex. Rd       | Kaitiaki Rd     | Shelley Bay    | Port Rd        | Admiral Rd     | Total |
|-------------------------|----------------|----------------|----------------|-----------------|----------------|----------------|----------------|-------|
|                         |                | HVMC<br>18-Jan | WGTM<br>16-Mar | LEVIN<br>22-Jun | WGTM<br>07-Sep | HVMC<br>28-Oct | WAIR<br>02-Nov |       |
|                         | Wade Noedl     | HVMC           |                | 20              | 20             |                |                | 40    |
|                         | Matt Gaskin    | HVMC           | 10             | 11              |                | 13             |                | 34    |
|                         | Tim Sillay     | HVMC           | 20             | 13              |                |                |                | 33    |
|                         | Dave Graham    | HCCC           |                | 16              | 11             |                |                | 27    |
|                         | Bruce Graham   | HCCC           | 13             |                 | 13             |                |                | 26    |
|                         | Dave Ross      | WGTM           |                | 20              |                |                |                | 20    |
|                         | Alan Groves    | HCCC           | 16             |                 |                |                |                | 16    |
|                         | John Johnston  | HCCC           |                | 16              |                |                |                | 16    |
|                         | Ryan Stevens   | WGTM           |                |                 | 16             |                |                | 16    |
|                         | Danny Picard   | HVMC           | 11             |                 |                |                |                | 11    |
|                         | Rex Vizible    | HCCC           |                | 11              |                |                |                | 11    |
|                         | Andrew Thomas  | HVMC           |                |                 | 10             |                |                | 10    |
|                         | Anthony Futter | HVMC           |                | 10              |                |                |                | 10    |
|                         | Tim Steeneken  | HCCC           |                | 10              |                |                |                | 10    |

Paddy thought his new girlfriend might be the one but after looking through her knicker drawer and finding a nurse's outfit, a French maids outfit, and a police womans uniform, he finally decided if she can't hold down a job, she's not for him.

## And Ron Scanlan Trophy points:

|                   |       |  | HVMC   | LEVIN  | WGTM   | HVMC   | WAIR   | Total  | Total |
|-------------------|-------|--|--------|--------|--------|--------|--------|--------|-------|
|                   |       |  | 16-Mar | 22-Jun | 07-Sep | 28-Oct | 02-Nov | 00-Jan |       |
| Dave Graham       | HCCC  |  | 11     | 10     | 20     | 20     |        |        | 61    |
| Andrew Thomson    | HCCC  |  | 10     |        | 16     | 13     |        |        | 39    |
| Jared Rush        | HVMC  |  | 16     |        | 13     | 10     |        |        | 39    |
| Andrew Thomas     | HCCC  |  | 9      |        | 11     | 16     |        |        | 36    |
| James Sillay      | HVMC  |  | 20     |        |        |        |        |        | 20    |
| Peter Collins     | HCCC  |  | 20     |        |        |        |        |        | 20    |
| Tim Sillay        | HVMC  |  |        | 20     |        |        |        |        | 20    |
| Ian Hendra        | MOWOG |  | 16     |        |        |        |        |        | 16    |
| Matt Gaskin       | HVMC  |  |        | 16     |        |        |        |        | 16    |
| Bruce Dove        | HVMC  |  | 13     |        |        |        |        |        | 13    |
| Timothy Steeneken | HCCC  |  |        | 13     |        |        |        |        | 13    |
| Webster Gough     | HCCC  |  |        | 11     |        |        |        |        | 11    |
| Greg Hart         | HVMC  |  |        |        | 10     |        |        |        | 10    |
| Les Edwards       | KAP   |  |        |        |        | 9      |        |        | 9     |
| Cam Garthwaite    | HCCC  |  | 8      |        |        |        |        |        | 8     |
| Aaron Eglington   | WGTM  |  | 7      |        |        |        |        |        | 7     |
| Chelles Roberts   | HCCC  |  | 5      |        |        |        |        |        | 5     |
| Ross Hubbard      | HCCC  |  | 4      |        |        |        |        |        | 4     |
| Cathy Reid        | HVMC  |  | 3      |        |        |        |        |        | 3     |
| Mike Reid         | HVMC  |  | 2      |        |        |        |        |        | 2     |

## The travels of Harlet

A few months have passed since the last article, here is an update.

After the Charity Classic in May I was concerned with all the over revs the motor had. Mainly due to poor driver input. With the dog box able to accept shifts from 9000 revs in second back to first without even using the clutch. I calculated that revs north of 11000 were available, unfortunately I did this on several occasions. We travelled up to Evan at Speedfactor in Tauranga for a pull down and check.

In the end we did a full engine rebuild with mods to intake and cam timing. While the car was there we tidied up the strut tower tops. A dyno check after everything showed an increase in power throughout the rev range. Unfortunately on some test runs out the back of Te Puke the Dogbox was dropping out of fifth gear so off to WAGS for another try. I ran the motor in at a Manfeild practice day and everything felt good.

Neil and I headed off to Taupo for the Taupo 2wd Classic Rally to prove that we could finish this Rally unlike 50<sup>th</sup> place from last year. Taupo was minus 4 degrees for the start of the day and after driving up in snow on Friday there was a fair amount of water in the car. I just had to chip the ice out and pick it up. We shared a garage with Adam and Jilly with their Starlet, Adam was driving hard all day. I had put some new but old Semi slicks on that were rated as hard when new, let alone being a few years old. The price was right so we ran them on a cold but dry track. The grip was low and we didn't get passed turn 2 on the first stage before hitting the grass. After a couple of laps the tires warmed up and the handling was more consistent. With the chicanes so tight this year we elected to cruise through the tight sections to save CVs or axles. We were seeded 18<sup>th</sup> and finished 20<sup>th</sup> so were not too far off expectations. Taupo is a great track to do in reverse especially the infield with a series of opening and tightening corners between turns 5 and 1 that flow nicely if driven correctly. Leon posted pictures of some of the cars and he was right with an eye candy comment. It was good to see some HCCC faces who travelled up for the day.

I next took Harlet down to Racetech for the opening of the new showroom and was surprised to see racing icons, Greg Murphy and Shane Drake there just chatting to all and sundry. Racetech have a cool new nice showroom and I dropped by the next day and picked up a new Balaclava as the old one has either walked away or decomposed. The last time I saw it, it was multi-coloured and pongy.

WAGS have had another look at the gearbox and it was reinstalled for the final Intermarque Sprint. I had offered Neil Roots a drive to say thanks for navigating, so off we went on a wet Sunday morning. We had packed the wets and we put them on at the track. I had never sat in the silly seat of the Starlet before and probably will never again. Neil drove well and never had a moment, I am a too much of a control freak to be able to sit there. I now know how Neil felt at the first rally at Manfeild.



The day was a success nothing broke and all the gears worked. Neil pushed reasonably hard and it was good to listen and watch how the car looked on the track. It rained the whole day with the high horsepower rear wheel drive cars having difficulty with traction. The wets gripped well and we could pretty much turn inside any of the cars. Caution was the key word as visibility was a premium and you could not guarantee that you could be seen. There were a number of spins and excursions but no long faces with next to no damage sustained by anyone. We got into the 1.22s for our fastest laps. This is only 6 seconds slower than my best on slicks although several seconds faster than Neil had gone previously in the dry.

The next step is to drop the car off to get the guards altered to provide tire clearances and tidy up my rough alterations. The aim is to do a couple of SS2000 rounds this year, one at Manfeild in November then Pukekohe in December.

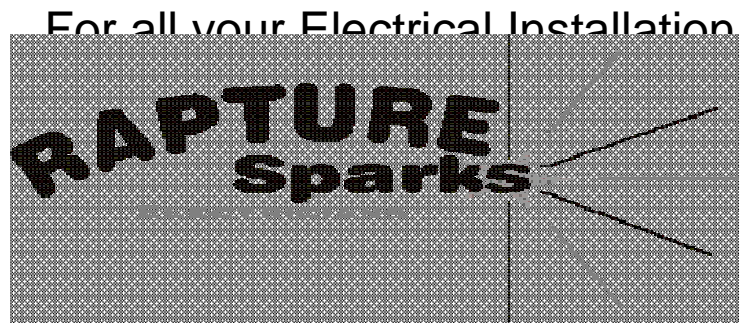


Go hard go fast and be safe. Gary Maddock



With breathless anticipation the crowd awaits the unveiling of the Tony Blair Statue.





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|----|-----------------|---------|---------|-------|-----------|-----------|------------|-----------|---------|-----------------|-----------------|---------------|---------------|
| 1  | Jared Rush      | Trueno  | HVMC    | ENOD  | 1.16.28   | 1.13.75   | 1.12.47    | 1.10.50   | 1.10.50 | 1               |                 | 1             |               |
| 8  | Alan Groves     | WRX     | HCCC    | 4WD   | 1.15.91   | 1.15.56   | 1.25.22 ** | 1.12.34   | 1.12.34 | 2               |                 |               | 1             |
| 6  | Sam Duncan      | WRX     | HVMC    | 4WD   | 1.17.75   | 1.14.57   | 1.15.13    | 1.13.50   | 1.13.50 | 3               |                 |               | 2             |
| 16 | Neil Rush       | Integra | HVMC    | EOD   | 1.25.60   | 1.16.87   | 1.17.56    | 1.14.19   | 1.14.19 | 4               | 1               |               |               |
| 15 | Leon Cast       | Corolla | HCCC    | EOD   | 1.26.41 * | 1.20.28   | 1.16.00    | 1.14.63   | 1.14.63 | 5               | 2               |               |               |
| 9  | Tim Steeneken   | MR2     | HCCC    | EOD   | 1.21.97   | 1.18.00   | 1.14.84    | ww        | 1.14.84 | 6               | 3               |               |               |
| 10 | Loren Brookes   | WRX     | HCCC    | 4WD   | 1.17.00   | 1.15.38   | 1.15.59    | 1.15.07   | 1.15.07 | 7               |                 |               | 3             |
| 14 | Kerry Fackney   | Trueno  | HVMC    | EOD   | 1.22.40   | 1.20.47   | 1.17.50    | 1.17.44   | 1.17.44 | 8               | 4               |               |               |
| 3  | Andrew Lamb     | Lantis  | HVMC    | EOD   | 1.23.35   | 1.20.18   | 1.18.66    | 1.17.63   | 1.17.63 | 9               | 5               |               |               |
| 18 | Max Kempthorne  | Pulsar  | HVMC    | EOD   | 1.28.56 * | 1.22.94   | 1.19.37    | 1.19.96 * | 1.19.37 | 10              | 6               |               |               |
| 17 | Cas Parker      | Lantis  | HVMC    | EOD   | 1.28.84   | 1.25.44   | 1.22.65    | 1.19.87   | 1.19.87 | 11              | 7               |               |               |
| 12 | Cathy Reid      | Mirage  | HVMC    | EOD   | 1.29.53   | 1.23.97   | 1.21.50    | 1.20.72   | 1.20.72 | 12              | 8               |               |               |
| 20 | Hayden Wood     | Metro   |         | EOD   | 1.30.66   | 1.28.75   | 1.25.59    | 1.20.78   | 1.20.78 | 13              | 9               |               |               |
| 2  | Mike Reid       | Mirage  | HVMC    | EOD   | 1.27.94   | 1.23.50   | 1.21.63    | 1.27.37 * | 1.21.63 | 14              | 10              |               |               |
| 4  | Daniel Kunz     | Corolla |         | EOD   | 1.29.28   | 1.25.15   | 1.24.03    | 1.21.66   | 1.21.66 | 15              | 11              |               |               |
| 5  | Vivian Eden     | WRX     | HVMC    | 4WD   | 1.31.81   | 1.24.91   | 1.22.31    | dnf       | 1.22.31 | 16              |                 |               | 4             |
| 7  | Stephen Heise   | Falcon  | HCCC    | ENOD  | 1.30.68   | 1.26.19   | 1.34.28    | 1.23.81   | 1.23.81 | 17              |                 |               | 2             |
| 11 | Wayne McKinnon  | Metro   |         | EOD   | 1.28.18   | ww        | 1.23.97    | 1.28.50   | 1.23.97 | 18              | 12              |               |               |
| 19 | Robert Burrowes | WRX     | Wgtn CC | 4WD   | 1.22.15   | 1.28.63 * | 1.30.67    | ww        | 1.28.63 | 19              |                 |               | 5             |
| 13 | Shane Windley   | 200SX   | HVMC    | ENOD  | ww        | -         | -          | -         | -       |                 |                 |               |               |

(times above include penalties for hitting cones or drums)

ww = wrong way

\* = includes 5 sec cone/drum penalty

**Paddy is doing some roofing work for Murphy He nears the top of the ladder and starts shaking and going dizzy. He calls down to Murphy and says "I tink I will ave to go home, I've come all over giddy and feel sick."**

**Murphy asks "Ave yer got vertigo?"**

**Paddy replies "No I only live round the corner."**

Thanks to Nicky Grist for this:

## Rally

## Australia

Rally Australia is about as far removed from Rally Deutschland as rallying gets. The fast and technical tarmac roads of Germany are replaced with the gravel roads of the Coff's Coast with the 948.10km route taking in pretty much the same stages as last year with all 20 stages no more than 55km from the rally base at Coff's Harbour. The one major change from last year is the mixed asphalt/gravel Super Special which was run in darkness on the Friday, Saturday and Sunday, and gave a great spectacle for the fans as well as giving an exciting climax to each day's rallying.



Rally Australia is a real test of the crews stamina and the durability of the cars, as it has such a mix of flat out high speed sections mixed with tight and technical forest sections, including the Nambucca stage, which is tackled on Saturday, the longest stage of the rally at 48.92km, and one of the longest in the whole season. It will show the ones who not only have very strong durable vehicles but also have the best stamina and fitness!

So, looking at what the crews and teams had to contend with. It started on Friday with a set of very narrow technical stages, which definitely taxed the co-drivers to the limit, to ensure they gave their pacenotes at exactly the right moment. For the drivers the conditions are more often than not extremely slippery being on forest roads with most sections under the tree canopy, so the crews needed to aim for consistent and smooth handling of the cars. I suspect the Ford's and VW's would have the advantage over the Citroen here, but set up and tyre choice would also play a major role in who was to take the early lead and a heavy downpour only added to the complications of tyre choice. Kris Meeke made a stunning start to lead the rest on the Shakedown but Sebastian Ogier and Julien Ingrassia fought through ending the day 0.3 secs ahead of Jarri Matti who reported brake problems with Kris in third.

**Day 2** was in more open countryside and featured big corners, big crests and jumps with roads of smooth, well maintained, hard packed clay base topped with a loose layer of fine gravel on top. It is the one for the spectators and offered up some spectacular action. Again the co-drivers were pushed, and needed to keep the timing of notes to perfection so that the drivers were able to judge the road ahead accurately. Despite the previous night's rain the stages on day 2 had dried well and it was only the first stages that the crews reported struggling with slippery conditions. However Ogier and Ingassia, despite being fastest in Bucca, were unable to do well in Wedding Bells and could only produce 7th fastest, so it was Jarri Matti who managed to pull in the fastest time in the Wedding Bells, although he did make a slight error and had to fight hard to keep a charging team mate, Andreas Mikkelson from taking the days honours, with Kris and Paul Nagle slipping to 4th. Elfyn Evans also showed consistent pace, despite a branch being picked up and ultimately damaging the R5's radiator but fortunately Elfyn and his co-driver, Daniel Barritt had some metal putty on board and so were able to keep going without too much difficulty.

**Day 3** was a full on flat out run through the rainforest - tyres decided this day, as the conditions are so quick to change in the rainforest. Prior to the start the conditions were dry as was the case last year, and this is probably the worst set of stages for road sweeping with the early runners having to face very dusty and loose conditions, while the later runners benefited from the cleaner runs with faster lines being able to be taken. But any who strayed off experienced the feeling of driving on marbles until they got the line again, where traction then caused a snap of the steering wheel with the potential of being thrown off the track altogether. Not pleasant at all, and punishment if you do manage to stay on the road being a dramatic slipping of the times. Dry conditions also caused a visibility issue and not just from with huge dust clouds thrown up by the cars in front, but also from the sun strobes through the trees, making the roads very hard to read.

So, it was Jarri Matti who headed into the final day in the lead, and I was sure the great Nambucca would spread the crews out but I was wrong - Ogier took a small 0.4 sec lead on the last run through Coff's Harbor but Jarri Mattu pulled it back to take a 0.3sec lead over Ogier and Kris Meeke driving smoothly and consistently came in ahead of Andreas Mikkelson over the infamous stage. Over

Valla, Jarri Matti extended his lead but with the forecasters giving predictions of rain Jarri Matti made the mistake of putting on a set of 2 hard compound Michelins on the front and 2 soft on the back while Sebastian Ogier decided on 3 hard and one soft, a choice matched by Andreas. With no rain appearing the advantage went to Ogier who punched into the lead, and Jarri Matti was unable to fight back, and ended up having to accept 2nd, with Andreas Mikkelsen and Ola Floene ending in a very solid 3rd.

The strength of the VW's came to the fore and despite a brilliant drive by Kris Meeke, he was unable to improve on 4th with Elfyn also came in a very solid 8th overall.

So well done to the VW guys and gals and many congratulations to our Kris Meeke and Paul Nagle with Elfyn Evans and Daniel Barritt for their performances. I was very impressed with the intelligent and consistent level of driving through some very challenging set of conditions, that is Rally Australia.



These images from previous year's Rally Australia shows how challenging the conditions can be!



And the slippery conditions can take out the best- Sebastien Loeb and Daniel Elena caught out on the 2011 Rally.

All in all, a fantastic rally but not one of the favourites for all competing, although I did hear Jarri Matti saying that some of the stages reminded him of his home runs in Finland! I thoroughly enjoyed watching the action on TV from the comfort of my armchair - Rally Australia is one of those I do not find myself missing being in WRC - well, not much!



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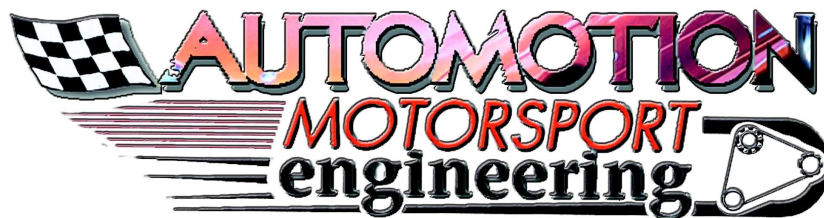
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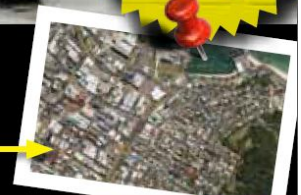


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## Xtreme shines at Rally Coromandel

August Newsletter 2014

Fourth round of the Total Lubricants Rally Xtreme Series, supported by Ralliart NZ turned out to be an event where the Rally Xtreme competitors shone through. It was also very fitting to have Team Ralliart NZ's support at this round as 9 of the finishing top 10 all being Mitsubishi Lancers. After recce on the Friday it was going to be imminent that tyre wear was going to be high. Although only 130kms of special stage, the roads selected had bits of everything. Rough, tight, technical, twisty and with not much gravel base they were going to be extremely harsh on the tyres. Coromandel turned on the sunshine for Kelsey at his home event and he started well by taking out the first two stage wins, however that was as far as he travelled, still encountering teething issues with his MC2 creation. A fierce battle had already commenced between Argyle, Featherstone, Campbell, Adams and Davies which continued throughout the day. As the day went on, unfortunately for Featherstone he suffered issues this allowing Argyle to extend his lead. Being shorter stages it was always going to be difficult for Featherstone to pull back his lost time. On completion of the SS6 Pyroclassic Fires Power Stage Argyle now owned a 52 second lead over Phil Campbell. Nigel Adams jumping up two positions grabbing third by a narrow 3.7 second margin over Carl Davies who had been driving consistently all day and was not about to go away. Heading into service the mission was for service crews to find the best of the remaining tyres to finish the final three stages of the day. With the first run of the super special stage out of the way, Argyle entered the final gravel stage with a comfortable lead. Campbell, barring a disaster, had second place cemented leaving Davies and Adams to fight out third place. With the top 3 Rally Xtreme overall honours to battle for, these four were also attacking outright placing's in Rally Coromandel. Argyle and Campbell settled with just finishing Stage 8 to secure their positions. Davies put in the stage of his life taking 4 seconds out of Adams and leaving 0.2 seconds separating the two leading into the last super special tarmac stage. Adams gave everything he had but Davies with his first podium in his grasp gave it his all and deservedly took 3rd place and gained himself and co-driver Tracey Millar their first ever rally podium.

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Not wanting to be the first to break the silence (and LOSE), he wrote on a piece of paper, 'Please wake me at 5:00 AM .' He left it where he knew she would find it.

The next morning, the man woke up, only to discover it was 9:00 AM and he had missed his flight.

Furious, he was about to go and see why his wife hadn't wakened him, when he noticed a piece of paper by the bed.

The paper said, 'It is 5:00 AM . Wake up..'

Men are not equipped for these kinds of contests.

### Membership for 2015

Due to the recent increases of MSNZ membership levy and increased postage costs from NZ Post, we need to increase the Club Membership costs. We have been able to keep the membership cost low for a number of years but other costs just keep going up.

The big change is we will need to charge \$10 per additional person as the MSNZ levy is now this amount per person so we need to cover this cost.

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|                                      |  |                       |  |
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