

WHEELSPIN

September 2014

www.hccc.org.nz

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COVER PHOTO

Adam n Jilly catching in the bends 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 3rd September 2014 @7:30



A relatively quiet month for me this last one!

I did sell the Integra though, as I was contemplating during last month's article. While the Corolla is a lot slower, I just always seem to have far more fun driving it. Totally unscientific, and if I want better results, I've definitely kept the "wrong" car. But then again, having been racing the Corolla for seven of the last ten years (as some of you know, I sold it, and then bought it back again), clearly there's some impossible to define thing about that car that keeps me coming back again.

The Taupo Classic (2wd) Rally was on again, though unfortunately there wasn't a car for me to navigate for this year, so I was only in spectator mode, to support Adam and Jilly, then Gary and Neil, in their respective Starlets. Or, in the case of Gary's car, more like a car loosely shaped like a Starlet, but only parts of it.

There had been some gruesome weather leading up to the event, with the Desert Road being closed, and a lot of snow and ice through the central plateau making any travel a bit tricky. Luckily it was sufficiently melted that my early morning trip up the country with a couple of friends was suitably low stress. There was quite a bit of snow beside the roads through the Desert road, but nothing of concern other than some grit on the road. The mighty Corolla road car (now showing 473,000km on the clock) made the journey happily enough, went up all the hills, and with the uprated springs didn't pogo despite being fairly well laden.

We arrived at the track at about the same time as the first cars were on the stage, so we could hear Alex Kelsey's outrageous home built four wheel drive, rear engine, naturally aspirated beast. I had seen it twice before, but on each occasion parked beside the road during the first special stage of an event, with some sort of issue. So to see it running was good fun, and the noises that it makes have to be heard to be believed.

The usual story with this event, it was dry, but had a lazy wind that just went straight through you. I was up to about seven layers, including two jackets, but was rapidly being turned into a human popsicle.

Both the Starlets seemed to be going well, with Adam running harder springs in his rally car, the wing mirrors weren't touching the ground on the corners in the same way that he had previously, and Gary's car showing no signs of an exploding gearbox or a drive shaft being spat out the side.

The course was quite different this year, with a far tighter and slower chicaned section, bringing the speeds right down at the junction of the tracks. In the last couple of years we had been able to carry a fair bit of speed through the chicane, and keep up quite a bit of speed on the back straight, but this year it was actually a couple of hair pin turns, one of which would make a motorkhana course jealous.

It looked good for the rear drive cars, as it gave them a chance to kick the back out on the cars, but I think in the bigger cars, and in the low powered front drive cars, it would have been quite challenging. But it is good to see that they're changing things up a bit, to help keep the event fresh.

As ever, the presentation of the cars there, and the range was absolutely astonishing. Some of it was just sheer outright car porn. Basically it is worth the trip to Taupo just to have a look at some of the cars in the pits, as they aren't your typical race car that looks okay from about 20 meters, but then as you get closer you can see all the dents and carnage (as I noticed at the Manfeild winter series, the cars there were pretty hammered). Lots of great looking classics, and some very serious coin invested.

There were some great duels, particularly between a pair of Mk1 Escorts, both of which were clearly putting out a lot of power, without a whole lot of grip available. It made me seriously want a better lens on the camera so that I would be able to follow them around the track properly. There was a lot of simply throwing the car at the corner and then applying maximum power to make the back step out and stay there. I ended up with about 20 photos of that particular dice, which ended when the chasing car went a little bit too hot into a corner, and lost the back end. However he still didn't back out of it, and put down quite a significant cloud of tyre smoke as the car was turning around.

Watching things like that (along with an RX3 and RX7) definitely makes me lust after something rear drive with a bit of power, but I think that is probably a bit beyond my budget, and my abilities!

Once I got to the point where none of my extremities had any feeling left in them, we packed up and cruised back down the country again.

This event is one that I highly recommend to both spectators, and also competitors. It is a lot of fun to watch, take photos at, drive at, and navigate at (unless you get car sick, eh Brendon?).

The next event for me was the second round of the Manfeild back track Motorkhana and Autocross series (only a two round series this year). Having sold the Integra, I wasn't sure that I was going to actually head up and do the second round, as the motorkhana tests last time were all really simple forward ones, and required lots and lots of handbrake. The Corolla is blessed with your typical Toyota rear disc handbrake, which barely functions at the best of times. Since my handbrake cables have had ten years worth of stretching, they're about had it, so the Corolla has a handbrake that basically only works on grass.

I decided that I'd give it a go anyway, but would have a set up to get maximum traction on the front, and minimum on the rear. So onto the front went wide semi slicks, and onto the rear went a couple of very very thrashed snow tyres that I'd done a Kapiti gravel autocross on, with 44psi in them. I figured that was about as horrible a tyre that I had in my collection.

The first test that I was doing was a figure of 8, that you did four times, which is a crapload of 180 degree turns! The test didn't start so well for the car in front of me (an Evo 5), as he spent five minutes setting up the camera in his car, and then blew the front diff at the first cone. Whoops.

I however had a lot of fun. I got to the first 180, turned the car in, and the back just picked up on three wheels and let go at the back. Instant 180 and I hadn't even touched the handbrake. The rest of the tests were fairly similar. There was a figure 8 that you had to come to a complete stop in a garage in the middle of the 8, every time you got to it, during two runs of the 8. So that test did feel quite hard on the car, with basically having to do four launches on tarmac during one test.

Everything held together, and it wasn't making any hot clutch smells, so I think I got away with that. The double there and back slalom was quite fun, as with marginal grip at the rear, I could set up the turn around at each end with a Scandinavian flick. Very satisfying when you timed it right,

although I suspect I might have been quicker if I had been able to keep up a little more forward motion around each end, rather than coming to a complete halt.

The rest of the tests took us through until about 11 or so, and I returned to the pits (in this case, the back straight), took off the tyres which by now were all fairly well completely stuffed, and put the Dunlop Starspecs on (sourced from Neil's Wheels, ad elsewhere in the magazine) for the autocross.

There was a bit of a delay, somewhere between an hour or ninety minutes, before we started the autocross, and I was starting to run out of energy and contemplate a nap in the car. Though, with race seats, it isn't what you'd call a comfortable car to nap in.

The course this time was a LOT tighter. On the previous event, it was more a case of lifting off and making a slight course correction so that you went through a gate, but this time it was full cone chicanes, and each one required chopping back to second gear to make it through.

I had a ball in the Corolla, and was ruthlessly throwing it through each chicane on the rev cut in second, and basically just trusting that the tyres were actually going to hold on. The level of grip I was getting out of the Starspecs was incredible, considering they're basically an ultra high performance road tyre (that I drove to and from the event on). There were lots of lovely tyre howling noises, and the Corolla was getting a really good body roll going. That's the downside of using an autocross car on a race track, it really is just way too softly sprung.

There were lots of drifters there, generally inflicting a high level of mechanical violence on various parts of their cars, but the skill level was reasonably high, so there weren't any major delays while cones were set back up again. But to give you an idea of how much slower drifting is, I was catching a V8 powered Nissan S14 like he was standing still, and one of the novice drivers in a front drive auto (Turbo) Volvo was doing a similar catch up on an R33 Skyline.

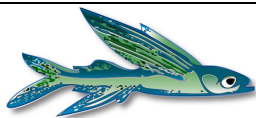
Style yes. Power yes. Smoke yes. Speed, not so much.

I'm not totally sure what the results were on the day, as at the prizegiving at the end, it was actually for the series rather than for the day's events, and it was getting on quite late in the afternoon by that stage, so I wasn't going to stick around to chase them up. But I managed to bring home first in class, and second overall. Which I'm pretty happy with, as I finished behind a *horrendously* fast Lotus 7 race car, running a supercharged Zetec engine. So that got me a couple of bits of paper, and a new hat.

I believe that the next round of these events isn't until next year, but if you like a blast around the back track at Manfeild, and have a car that can cope with a very tight motorkhana section, these are a good fun day to have a go at. Although, quite pricey at \$80.

That's it from me for now, see you somewhere with tyre smoke!

Leon



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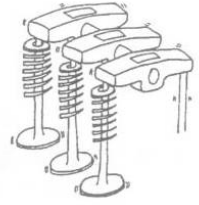
Phone rings, woman answers. Pervert, breathing heavily, says,

"I bet you have a tight arse with no hair?"

Woman replies, "Yes, I have, he's watching the football. Who shall I say is calling?"

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!

Photographer Chelles experienced the other side of the lens recently in a photo shoot for an article on women in motorsport and her entering Shelly Bay.

In preparation for the photo shoot and Shelly Bay, Chelles booked her car in for a WOF. Then rang to say she would be late as her battery was flat. Turns out the battery was fine, she just forgot she had 3 immobilisers, not 2.

When Dave Wilce was asked why he bought a 2dr WRX, he answered "So Ray Hartley could race it in the winter series"

It was sad to see ALBARU the 2dr WRX stripped and the shell cut up. But everyone there was fighting over having a go with the sabre saw.

Old club cars never die they just become donors for other club cars. . .

Cam's MADFX Corolla lives on in at least 2 club cars that we know of so far. . .

Al's ALBARU WRX 2dr will live on in Al's new WRX 4dr, Lorens 2dr and Ray Hartleys 2dr

Loren now has 2 damaged left rear guards. Not happy with one, he went out and bought Al's one too!

While many think Webster is mad building a twin 1.3 turbo engine Starlet, he was still tempted at the sight of a WRX motor sitting there in his workshop. The measurements were noted. . . .

If you see a red Hyundai van on the side of the road, it may not be that dreaded speed camera van, it may just be Adam in his new van out there to screw you up!

2014 so far

It has been a busy old year out there is skid land. We started the year with some great club events over in Tauherenikau in the Bigggggg paddock. The wee grey starlet is such a fun car to play in and as normal it has 2 or more driving it around the paddock and this time we had the addition of Bailey Donald. His Dad has bought an old corolla for the two boys to play in but it wasn't running very well so we suggested Bailey hop into the Starlet.

Along with these events we had a group practising for the upcoming Clubsport Nationals. This year they were held in Waimate (in south Canterbury) Was so great to be able to get the hang of the Motorkhana tests this year before heading off to the Nationals. The last couple of years they have been on Tarmac and we don't have a practise venue for this surface at present. So in March we all headed south, there was quite a crowd this year with 9 competing and 4 supporters and Brendon's Corolla rally car to deliver to its new owner in Dunedin. We had a successful time and a great trip with only a few wee hiccups caused by crappy weather delaying the ferry south and then a mechanical issue with Alan's Subaru so we had to tow this back home. (turned out to be just a return spring so easily fixed back at home) Sadly this is the last clubsports for the Blue 2 door ALBARU machine as he had a small meeting with a fence post at a later event in Taranaki which turned it into a kind of blue banana. Don't worry though cause as I am writing this there is a busy time down at Webster's workshop to swap the motor into a new White 4 door shell so ALBARU will live on in Clubsport events.

That was trip one to the south Island for us as in April my Grandma passed away at the good old age of 95 so we went down to celebrate her life with family. I know a few of you had met

Grandma on the trips south over the years as there was always a stop on the way down and on the way back and she always enjoyed meeting you all.

In May we made the next trip across the straight to compete at Rally Otago. The Starlet has had a big rebuild since we did the SilverFern Rally in 2012. We had done 5 years of rally's so needed to sort out a few bits of rust, cracks and general gravel bashing. Adam and Brendon spent many hours welding and sanding along with a rebuild of the motor. The shiny new white paint job inside and out and the new livery thanks to Rex Vizible up at Decoart looks fabulous. So down south we headed with the new look car. Was strange not to stop in Ashburton to see Grandma this time. This year we were joining the 5 other crews being hosted by Tony and Heather Johnston. Recce all done which was pretty damp and muddy but day one would be fast and day two tight and twisty. All good on Saturday with the weather clearing up, sunny but not warm. Survived the day but Adam was having to get used to notes again after the Silver Fern which was 7 days just on roadbook.

Sunday started ok but had to tour past one stage as there was a big off by Chris West. Started the next stage and about 5km in a bung note sent us wide into a fast uphill right hander and slid into a ditch. Didn't feel that hard of a landing but we broke the lower arm and the swaybar. We had a replacement lower arm but no spare for the swaybar as the one on the car had been the spare from the Fern. Damn but luckily not too much damage, the boys duely arrived and replaced the arm and tied up the broken swaybar with a strop to get us back to Dunedin.

We have been crewing for Rex Vizible and Len Fisher in their Subaru for the Rally Xtreme series so we have done a few trips to rally's but with a different hat on. First was Rally Hawkes Bay which was pretty wet for most of the day but they had a good run all day and ended up 1st in Class E and 14th Overall with not a lot needed from us other than fuel and cleaning.

The Wairarapa rally was the next event for us and some repairs from Otago done we lined up at Mangatainoka to start. Today we have opted to not be on notes. The car was quite twitchy all day, much more than it has been and especially on straights. At the service back in Masterton Brendon gave it good check over and found the alignment was out a bit so made an adjustment to it before we headed out again. Driving on Tarmac was fine but as soon as you got on gravel the starlet was proving to be quite a handful. The next stage had a right at T intersection that was onto tarmac, now most cut a corner like this so the tarmac ends up covered in loose dirt and gravel, this proved the undoing of the handling issue, Adam chucked it into the corner and we caught all the loose stuff which shot us a speed across the intersection straight into the small drain smacking up again the front left corner. This time we could back out and back onto the road, a few scraping noises and a good shudder but we made it to the end of the stage. Adam had a look after the finish control and a wee bit of fender straightening we kept on our way. Looks worse than it was but the shudder was quite bad. Started the next stage just nursing it to get to the end of the rally, we let others go past, and half way through we let the mk 1 escort of Alan Murphy go past. Just after this on a left hander there was a big bump that we hit quite hard, as we came round the corner we saw Alan must have nearly had an oops after hitting the same bump, anyway he continued on and we found that the big bump had straightened out some of the bad shudder we had from the previous oops and although it was still wandering around the road it no longer shook as badly. Luckily we made it right to the end and luckily held onto our 1st in class MS1. Big thanks to Brendon and Corey for their help yet again.

Crewing again up at Taranaki Rally for Rex and Len. Man can it rain up there!!! We were soaked through at the first service in Inglewood before moving around the mountain to Okato for the next two services. We had the two easyups butted up together but badly needed a gutter as the rain was just pouring between them. With the help of a handful of clothes pegs we solved this issue. Luckily there weren't too many offs with the incredibly wet weather and our boys stayed on the road all day to bring home a well deserved 3rd in class E and 22nd overall. Don't mention the virtual chicanes.....

August brings us to the Taupo 2wd classic held all on Taupo Racetrack. Last time we did this rally we just put on tarmac tyres and went and played. The comments about being able to pick grass out the windows with the body roll made Adam look at changing the springs this time. A loaned

pair from Andrew Thomson and another pair purchased was the main change to the setup this time..... that was after having to replace the left front guard (and get it painted) and straighten the inner guard and find new headlight surrounds..... we headed up to stay with Dune and his mum. Saturday night saw us still doing the final stickering on the newly painted guard and the grill etc in Duane's garage.

Sunday was clear and damn cold in Taupo, I think it got to zero about 10am. □ We were sharing a pit garage with Gary Maddock and Neil Roots in their Starlet. Our first run showed the change of spring made a huge difference to the handling and we had a good run other than the motor was quite hot and using water at a reasonable rate. Adam didn't push quite so hard on the next stage but it was still hot at the end so guessing we have a headgasket that isn't very happy. Finished the day 2nd in class F and 36th overall. Gary and Neil were 11th in class C and 20th overall. Was great to see the other HCCC folk who came up for the day to spectate, really good to see you all.

This last weekend we have been crewing again for Rex and Len, this time in the very beautiful Coromandel. The Goldrush rally was based in Whitianga which is an amazingly beautiful place to spend the weekend. This was a very special weekend as Saturday was Len's 70th birthday and I couldn't think of a more appropriate way for him to spend it. We went up to Otaki on Thursday night and we left at 04:30 Friday morning to head north. Breakfast in Taupo at 08:00! Minus 5degC in the middle of the desert road but luckily dry on the road so no ice. We arrived in Whitianga about 13:30 to bright sunshine with real warmth in it. Rex had booked a bookabach house this time as 5 members of the family joined us on Saturday to celebrate Len's birthday.

The boys had a great rally, started out leading class E and continued all day to increase this lead, a great way to celebrate, with family around sharing a big dinner on Saturday night before heading off to prizegiving to collect a cool looking trophy including a rousing Happy birthday from all the competitors and crews topped off the day.

Whats next..... Daybreaker rally, so watch out for the next instalment of tales of a new competitor.... Jilly & Adam

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

14 Sept	12 October	
9 November	14 December	11 January 2015 etc

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

BBC NORFOLK

Stewart White: Who had a worldwide hit with What A Wonderful World?

Contestant: I don't know.

Stewart White:

I'll give you some clues: what do you call the part between your hand and your elbow?

Contestant: Arm

Stewart White: Correct And if you're not weak, you're...?

Contestant: Strong.

Stewart White: Correct - and what was Lord Mountbatten's first name?

Contestant: Louis

Stewart White: Well, there we are then. So who had a worldwide hit with the song What A Wonderful World?

Contestant: Frank Sinatra?

Thanks to Nicky Grist for this:



Rally Finland

Rally Finland has been around since 1951 and was set up to decide who were to be the Finnish entries for Rallye Monte Carlo. Rally Finland appeared on the WRC calendar for the first time in 1973 but under the very famous name of 1000 Lakes Rally, and gained a fearsome reputation for pushing both car and crew to the very limit.

It's the mix of wide hard and smooth gravel roads with their famous jumps that are taken flat out, with the narrow and still very fast technical sections, which can catch out any slip in concentration; and make this a thrilling rally. Some of the fastest WRC rallies ever have happened on Rally Finland. I loved the challenge for the demands it put on me to give accurate and perfect pacenotes or else those blind crests that hide tight corners would result in us in the trees! If the car is not positioned in the right place for the jump then the corner is not only not taken at the right pace, it can be missed altogether, as Colin and I found out in 2001!



It is certainly a rally that I revelled in, particularly when with Juha Kankkunen, who was on his home rally, as the pacenotes needed to be delivered so fast and still smoothly, with the stages absolutely flying by. Some of the fastest times I had in rallying were on Rally Finland!

This year the rally started on Thursday evening and went right through to the short Sunday loop with the two passes over Ruuhimäki and this year only four of last year's stages remained. This is a rally that tests the co-driver more than any other WRC rally and Ouninpohja, is probably the ultimate test for both crew, and contains amongst many jumps the famous Kakaristo hairpin where the wide roads narrow at a sharp right turn. The Thursday evening start was a perfect opener with all the elements of the rally crammed into one short sharp leg of 4 stages, and to add to the excitement massive torrential thunderstorms hit.

Stilo wearers, Jarri-Matti and Mikka Anttila took an early lead of 2.6 secs over second place Brits, Kris Meeke and Paul Nagle, which was not a surprise as Jarri-Matti has always excelled in heavy rain. Ogier admitted to being cautious of the standing water came in third.

Elfyn Evans and Craig Breen held on well, and both were in the top ten by the end of Thursday - the wet obviously suiting the Brits.



Day Two saw Robert Kubica retire after coming off 1.6km into SS5 PIHLAJAKOSKI 1

And for a moment it looked as though rally leader 9 Jarri-Matti would join him after a scare on a left

handler where the pair ended up taking the corner in a ditch after it tightened unexpectedly but Jarri-Matti managed to put it back on the road to finish 0.4 secs fastest and extended his lead over Ogier and Ingrassia to 5.7 secs.



Kris Meeke dropped a couple of seconds with pace note issues in his Citroen DS3, while team-mate Mads Ostberg's troubled start continued. "We had quite a few big moments. The car is different from yesterday. It's working now, but I seem to have forgotten how to drive it," he said. But in the following leg on SS6 I really thought Kris and Paul would pip Jarri-Matti and Mikka to the stage win but right at the end Kris slid wide on a long right hander and lost 2.4 secs to come in behind the leaders.

After the midday service all the Brits were showing strong and consistent pace, but the afternoon's stage would bring a heart stopping moment when Craig and Paul just managed to avoid 'the largest moose ever' but it would appear nothing was going to stop Jarri-Matti and he managed to keep an increasingly frustrated at bay, despite the Frenchman winning a couple of the stages. The day ended with the Finn adding a hat-trick of stage wins in the afternoon and allowed him to build a 19.7sec lead in his Volkswagen Polo R over second place crew, Kris and Paul.



Saturday saw Jarri-Matti and Mikka take five wins from six stages and enabled the pair to stretch their overnight lead from 19.7sec to a comfortable 31.1sec. This was despite hitting a hole in the rutted second pass through Jukojärvi (SS20) and broke the front right brake caliper on his Polo R, meaning they had to finish the rest of the stages with only three brakes working - not an easy time for them and it was clear when the WRC Live crew interviewed Jarri-Matti that he was driving with everything he

had in him. Ogier, naturally took advantage of the R5's fault and won the final four stages to ensure we had a thrilling final day.

"I had to hold on," said Latvala. "I've worked so hard and I didn't come here to lose this rally. We'll get the car fixed in service and tomorrow we're in the fight for victory. I don't care so much about the world championship right now, this is about Rally Finland."

Ironically both Ogier and third-placed Kris Meeke hit the same hole as Latvala but escaped unscathed. Meeke started the day in second ahead of Ogier but refused to be drawn into a battle and ended 29.0sec behind after a trouble free day in his Citroen DS3.

"It's not nice what happened to Jari-Matti," said Ogier. "I can't smile too much about the situation. I have a chance to win, but it came about by chance because Jari-Matti was doing a great job at the front."



Andreas Mikkelsen lay fourth in another Polo R, the Norwegian seeing off challenges from Mads Ostberg and Mikko Hirvonen. Mikkelsen ended the day with no brakes while Hirvonen broke the front right shock absorber on his Ford Fiesta RS in Jukojärvi and lost time. Hayden Paddon was sixth in a Hyundai i20, holding off team-mate Juho Hänninen by 28.8sec. Elfyn Evans was eighth, the Welshman frustrated at not being able to raise his speed this afternoon with Craig Breen and Henning Solberg completing the leaderboard. Østberg was the only major retirement. He was withdrawn at the mid-leg service when FIA scrutineers discovered damage to his roll cage following a massive impact with a stone. The Citroen DS3 driver was fighting Andreas Mikkelsen for fourth at the time.

And so we entered the short 3 stages leg of Sunday. I am sure by this time Jarri-Matti was probably keenly aware that he had never won on home soil and I certainly saw a man determined to not let Ogier take the glory from him.



But with the Finn's car restored to health Ogier had to settle for second despite gaining maximum bonus points by winning the live TV Power Stage. This means Ogier now leads Jarri-Matti by 44 points in the title battle with five rounds remaining.

However, the one that impressed me and kept me on the edge of my seat was Kris Meeke who drove what I think was the best rally of his career to take third in a Citroen DS3. It was the third podium of the season for the Northern Irishman.

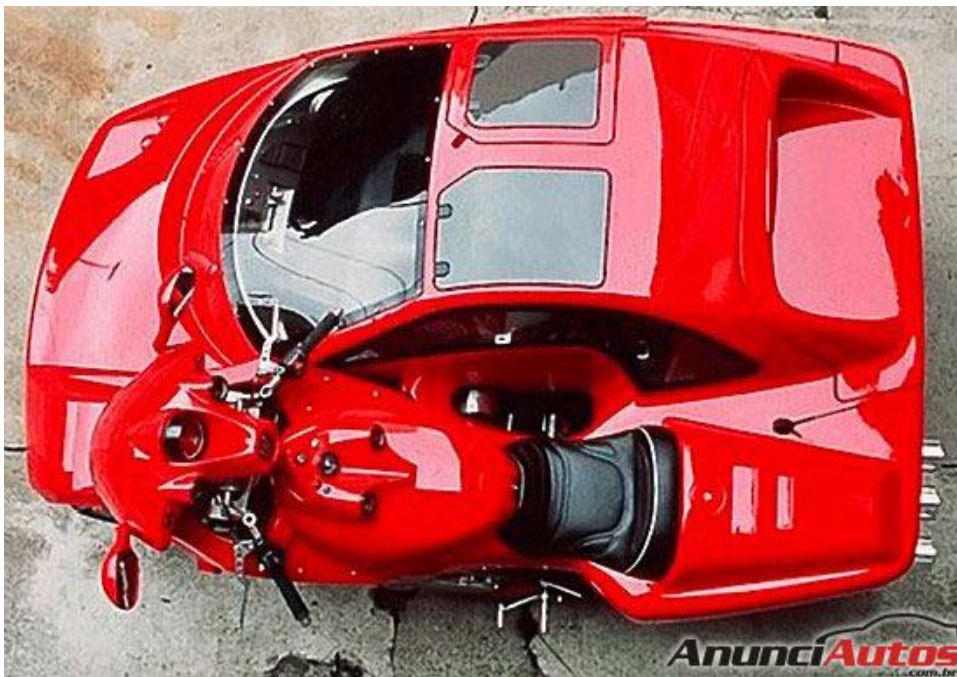
"A podium is pretty special on the biggest rally of all. But we're still not near perfection yet. Jari-Matti was the epitome of perfection all weekend in how to drive a rally car on these roads. Until I get there and try to win this rally some day, we'll have to keep trying for perfection," was Kris's comment after

the rally.

Andreas Mikkelsen retained third in the championship by finishing fourth in another Polo R but the Norwegian was more than a minute adrift of Meeke. Mikko Hirvonen finished fifth in a Fiesta RS after a frustrating weekend for the former winner. Power steering problems today deprived Kiwi Hayden Paddon of sixth and he slipped behind both Hyundai team-mate Juho Hänninen, who bounced back from his day two roll, and Elfyn Evans. Henning Solberg and Karl Kruuda completed the leaderboard.

Sadly Craig Breen was forced to retire on the last day after he took a heavy landing over a big jump in the first pass through Ruuhimäki which left him with severe back pain which prevented him from continuing. Up to that point he had shown a great turn of pace and times which were very competitive with the top boys. Elfyn also performed extremely well, despite suffering punctures and ended the rally with 6 points in the bag, and ensuring he was 8th on the leader board, only 4 points behind Thierry Neuville, who retired after his Hyundai's roll cage suffered damage after traversing 'the jumps'.

Who says sidecars aren't cool?



A senior citizen drove his brand new Holden Senator out of the dealership. Taking off down the road, he pushed it to 120 km/h, enjoying the power of the car.

“Amazing,” he thought as he flew down the motorway, pushing the pedal harder.

Looking in his rear view mirror, he saw a highway patrol car, blue lights flashing and siren blaring.

He floored it to 140 km/h then 180. Then suddenly he thought, “What am I doing? I’m too old for this!” and pulled over to await the copper’s arrival.

Pulling in behind him, the copper got out of his vehicle and walked up to the car. He looked at his watch, then said, “Sir, my shift ends in 30 minutes. Today is Friday. If you can give me a new reason for speeding – a reason I’ve never before heard – I’ll let you go.”

The old gentleman paused then said, “Thirty three years ago, my wife ran off with a policeman. I thought you were bringing her back.”

“Have a good day, Sir,” replied the copper

Wellington Motorsport Association Calendar 2014

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

Abbreviations

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

Club Contacts

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

Today's Short Reading from the Bible...

From Genesis: "And God promised men that good and obedient wives would be found in all corners of the earth."

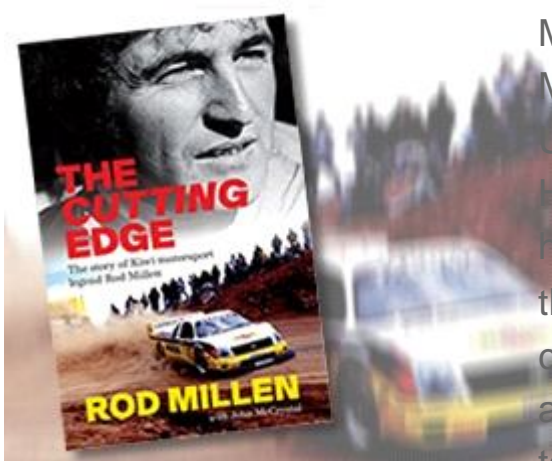
Then He made the earth round...and He laughed and laughed and laughed!...

Thanks to TRADEME for this:

Greetings to the faithful

Many years ago some mates and I drove my ratty old Escort 1600 Sport to Ashley Forest out the back of Rangiora, to watch a living legend in his element. It was the infamous [Ashley Forest Rally Sprint](#), and pedalling a [seriously trick RX7](#) was Kiwi, Rod Millen.

At that stage Millen had already claimed more national rally titles than you could poke a stick at, and had also made his mark on hill climbs – in particular the [Pikes Peak Hill Climb](#) in Colorado. Millen always said the trick to driving shingle was to be comfortable driving slightly beyond your ability, however that day the opposite seemed the case. His ability to place his RX7 in precisely the right place on Canterbury gravel was breathtaking, as were his elegant lines. He flowed gracefully over the gravel, running like a [watercolour](#) in the rain.



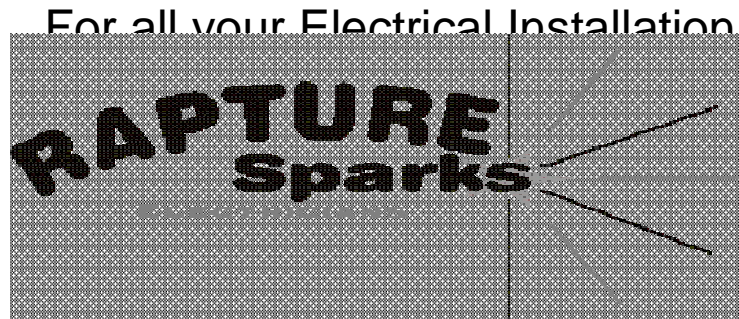
Millen recently sold his Millen Motorsports business in the USA and returned to live in Hahei, with a hill climb track as his driveway. He then created the [Leadfoot Festival](#) – a celebration of motorsport and automobile. He also found time to write his biography (with a little bit of help from my old mate John McCrystal). We've got [10 autographed copies of the book](#) to give away.

But before we get to that, I thought I'd take a look at some of the tasty cars Millen made his own over a 40-year career in motorsport. Plus we've got all the regular stuff including the good oil from the faithful, a stunning Reader's Ride and some chaos from the market. Let's get into it.

RX3 in the '73 Heatway Rally



Millen moved into rallies, but initially as a navigator. His first proper [Heatway Rally](#) drive was in 1973, driving a Mazda RX3 rotary. Again, some serious competition, Millen finished 5th overall thanks to some slick driving and the power-to-weight of the high revving, lightweight car. Today RX3s are highly sought after. [Here's a sweetie pie](#) with the original 10A in it, aided and abetted by a bridgie and a four-barrel carb.



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TRIALS

Hello folks

Attached are the results of this week's car trial, second round of this year's series.

Thanks to AJ Martin for helping me to run this event and also to Mike & Cathy Reid for the use of the HVMC clubrooms.

Congratulations to Denise & Sue & Gordon Gandy, 1st overall and 1st in the Expert class, getting all check boards and losing only 3 time points.

Congratulations also to Andrew Bartle & Marjorie McKee & Cameron Bartle, 5th overall and 1st in the Intermediate class, and to Bernie & Melissa Keith, 7th overall and 1st in the Novice class.

The next event is on Wednesday 10 September – round 3 of this year's night trials series. Organisers are Julian & Liam McMullan (Wellington Car Club). Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (eastern end of Jackson Street), Petone. Documentation from 7pm, first car away at 7:30pm. Entry fee \$20 per car. Duration about 90 minutes. Relax over tea or coffee afterwards. Class placings published to let you compare your performance with others of similar experience.

Final round this year:

Round 4 – October 8 – organisers Cathy & Mike Reid (Hutt Valley Motorsport Club).

cheers, John

WMSA CAR TRIAL 13 AUGUST 2014 - FINAL RESULTS

Car number	1	2	3	4	5	6	7	8	9
BEGIN	.	.	.	.	.	.	.	.	.
ASTINA	.	.	.	.	.	.	.	.	.
TOYOTA	.	.	.	.	.	.	10	.	10
JENSEN	.	.	.	.	.	.	.	.	.
ASTINA	.	.	.	.	.	.	.	.	.
TOYOTA	.	.	.	.	.	.	10	.	10
FINISH	.	.	.	.	.	.	.	.	.
Control	10	2	14	3	1	7	7	1	2
BEGIN	.	.	.	.	.	.	.	.	.
AWAKE	.	.	10	10	.	.	.	.	.
DDDL	.	.	10	10	.	10	.	.	.
OUT	.	.	10	10	10	.	.	.	.
RORHL	.	.	10	10	10	.	.	.	.
VISA	.	.	10	.	.	10	.	.	.
DUET	.	.	10	.	.	10	.	.	.
DUPRE	.	.	10	.	.	.	.	.	.
KIWI	.	.	10	.	.	10	.	.	.
SEVEN	.	.	.	.	.	.	.	.	.
DDDRL	.	.	10	.	.	10	.	.	.
VAN	.	.	.	.	.	10	.	.	.
DUPL	10	.	10	10	.	10	.	10	.
TRIAL	.	.	10	10	10	10	.	.	.
HILL	.	.	10	10	.	10	.	.	10
HELLP	10	.	10	10	.	10	10	10	10
UNO	.	.	10	10	.	10	.	.	.
DDUPL	10	.	10	10	.	10	.	.	.
FINISH	.	.	.	.	.	.	.	.	.
Control	18	1	3	13	4	5	18	2	29
Total	58	3	167	116	35	132	55	23	71
Overall place	5	1	9	7	3	8	4	2	6
Class place	I 1	E 1	N 2	N 1	E 3	I 3	E 4	E 2	I 2

- Car 1 Andrew Bartle, Marjorie McKee, Cameron Bartle - Harbour Capital Car Club - Intermediate
- Car 2 Denise Gandy, Sue Gandy, Gordon Gandy - Hutt Valley Motorsport Club - Expert
- Car 3 Karin Keith, Josh Keith - Wellington Car Club - Novice
- Car 4 Bernie Keith, Melissa Keith - Wellington Car Club - Novice
- Car 5 Cathy Reid, Mike Reid - Hutt Valley Motorsport Club - Expert
- Car 6 Bill Pearce, Tim Dempsey - Hutt Valley Motorsport Club - Intermediate
- Car 7 Dianne Stockbridge, Jim Stark, Ben Stockbridge - Harbour Capital Car Club - Expert
- Car 8 Mark Jennings, Dave Jennings, Marika Allen-Jennings, Jessie Jennings - Kapiti Car Club? - Expert
- Car 9 Brian Craig, Jilly Hutson, John Tennent - Harbour Capital Car Club - Intermediate

Organiser / Route plotter / Lead Car / Finish Control John Rapley - Harbour Capital Car Club
 Checker / Start Control / Mid-event Control / Tail Car AJ Martin - Harbour Capital Car Club



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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.

Fees for 2015

Single	\$45
Student	\$35
Each additional person	\$10 - (must be at the same address)

SEND THIS TO: Harbour Capital Car Club (Inc)
P.O. Box 4102
Wellington
New Zealand



First Name/s		Surname	
Other family Members name			
Address: Residential			
Postal address (if different)			
Home Phone		Business Phone	
Mobile			
Email			
Occupation			

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

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

Trials	Motorkhanas	Speed	Rallies
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Student: \$ 25.00 p.a.

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