

WHEELSPIN

April 2015

www.hccc.org.nz

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COVER PHOTO

Bayley, our new Junior Clubsports Champ

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 April 2015 @7:30

PRIZEGIVING

HCCC and WMSA trophies to be presented



I think the start of this year has potentially been the busiest for motorsport that I've experienced! I think I've got something like two weekends between late January, and mid April that don't have some sort of car based event going on.

As best as I can recall, I've done three events between the last article, and this one. We had Round 2 of the Rubber Duck Challenge at Tauherenikau, I did a gravel sprint at Weston's Farm just North of Masterton, and then there was the big group mission up to Pukekohe to compete in the Clubsport Nationals.

Because I was going to be using the Corolla in Auckland, I was stuck with leaving it on tarmac suspension (no adjustables, merely two sets of suspension) for the Weston's Farm gravel sprint, as it fell between two events where the low and hard suspension was required. I didn't want to swap the suspension over and back again, not to mention facing two wheel alignment bills. This meant that I was lining up for a gravel event, on rather low suspension (particularly at the rear), on gravel tyres. Also I was running the rear sway bar (normally disconnected on gravel) and toe out on the rear (normally I run toe in for gravel).

I was more than a little nervous about this, as I was pretty well convinced that the car was going to attempt to kill me at every corner as Mr and Mrs Oversteer would come visiting. Although it did mean that it would handle a bit more decently than usual on my trek over the Rimutaka's, so I would need to exercise willpower to not melt the rally rubber while commuting to the actual race event.

After the familiarization convoy, I had eyes like saucers. The course went through many many gateways, including some with 1 foot square concrete posts, there was a corner that went around the corner of a building, a small water crossing, a barrel turn that sent you back into your own dust, a completely and utterly blind corner at the top of a brow, and a fair quickish "straight" that wasn't particularly straight.

I posted up what I thought was probably going to be my final will and testament (on Facebook, cos that's how I roll), and headed out on my first run, with Len calling some notes that he'd written on

the tiki tour run. My first go through the water splash I gave it a fair bit of gas, and was rewarded by my gall bladder popping out my ears. I made a mental note that from that point onwards, I would be very much lifting off and just cruising through that obstacle regardless of the time loss, as I didn't really want to knock the floor out of the Corolla.

Once I got to the end of my run, it occurred to me that in fact the Corolla had handled incredibly well, and was behaving itself nicely, other than a tendency towards getting some brake lock ups in places.

This was rather a mystery to me, as in theory everything about my car set up was aimed to unstick the back, so that I had oversteer on demand during tarmac events. So I'm wondering if the fact I was running 175 tyres that were about 1/3 worn, as compared to my previous tyres, which were 185, and 1/2 to 2/3 worn out. By all accounts a car like a Corolla is supposed to be better on the slightly narrower rubber, but I wasn't expecting this much of a difference.

I went out for a run in the passenger side with Shane Atkinson in his Civic, and did my best to call notes for him over all the LOUD HONDA noises. With mixed success.

My first official timed run I took Stacey as navigator, and she had a go at calling notes for the first time. That worked reasonably well, although courtesy of another huge lock up of brakes I did come close to overshooting one junction.

I did a couple of runs with Graham Heath, and called notes for him. He was having a bit of a mare of a day, and had a half spin literally meters before the finish line, resulting in a three point turn to finish the run. The next run was pretty clean, although I couldn't convince him to use third gear all that often. Something about wanting to survive the day apparently. As best I recall, it was good enough for third in class behind a couple of Mirages.

My second and third official timed runs I ended up doing pretty much back to back, as I was right at the tail end of run #2, and when I finished that run, there was almost no line of cars waiting, so I just lined up again.

I didn't have a navigator for either run, but I was pretty confident in where the road was going by this stage. I gave myself a few nervous moments as the car got a bit unsettled, which gave me a pretty decent look at a substantial tree. Overall though, I was pretty happy with how it went, and managed to keep getting quicker. Certainly it was a lot of fun holding it on full noise (ok, mostly on full noise) down a road with a few curves in it, while in third gear. Definitely not something I'd have attempted six months ago.

Brendon was having an interesting time in his Sti, as judging from his in car footage, there wasn't a single bit of straight road anywhere on the course, there was merely a selection of s-bends all connected together. Turns out that his wheel alignment was completely and utterly on the piss (subsequently this has been fixed).

Brendon and I each ended up second in our classes, with Brendon being second overall.

It was a brilliant little course, and I highly recommend giving it a go. Bearing in mind that they might not use the same course around the farm next time, as there are a few options.

For my next gravel event (Tea Creek) I am back on gravel suspension again, but I will leave the rear sway bar hooked up, and stay on 175 rubber. So I will see how it handles then. I really need the height that the taller suspension provides, but the superior damping of the race shocks really do settle the car down nicely. So if I'm back to being the floaty oversteer machine, I'm probably going to have to look at uprated gravel shocks.

Next up was Round 2 of the Rubber Duck Autocross challenge. After the level of digging holes we did, half the challenge was actually trying to set a course that didn't fall into some of those! I set a couple of fairly quick and open courses, as the slow corners were what did all the damage last time.

We had another stinking hot day, with vast amounts of dust, and an outstanding turnout, with 38 hardened lunatics out there to have a play.

That rapidly turned into 38 dusty brown lunatics.

This time around, it didn't turn out to be a WRX Charity Event, as Graham managed to sneak home in third place. Which made him the only non WRX in the top four!

I brought the Corolla home in sixth place, and second in class.

For an autocross there were surprisingly big gaps at the top of the field, with almost two seconds between each of the first four places, meaning fourth place was a full eight seconds behind first place! Just seems to be the way it goes when we add the results from two courses together, to get our final result.

It makes for some interesting in class results though, with only three points between the first three cars in four wheel drive, four points between the first three in rear wheel drive, and three points between the first three in front drive!

So there will be some pretty serious game faces on for the last round.

Well, as serious a game face as you can get on, when you're competing for a rubber duck trophy, while thrashing around in a paddock ...

My last event for the month just about rates an article all by itself, but I will spare you that ;-)

We had a group of 12 drivers, and 19 folk head up to Pukekohe to compete in the Clubsport Nationals. There was a mix of HCCC and HVMC drivers, but I'm just going to lump us all in into the general "we" category, because that is how "we" roll when it comes to taking on Aucklanders in their home territory.

Loren, Al, and myself headed up Friday morning via the backroads, peeling off away from SH1 at Bulls, and not rejoining it again until Te Rapa.

There were some nice roads, and quite a few nice BP stations, as the Subaru's seemed to want to stop for petrol quite often ...

Unfortunately the weather turned somewhat to custard, so while we had a great run through the wiggles heading between Wanganui, and National Park, from that point onwards there was a lot of rain. Which made conditions a bit treacherous, and also meant that we were stuck behind trucks for ages (too low visibility to overtake).

I didn't need a chiropractor too badly when we arrived, despite spending 8 hours in a not particularly well padded race seat.

Our accommodation, and race HQ for the weekend was hilarious, it was the Tuakau Hotel, which is about ten minutes drive from Pukekohe.

The best way I can think of to describe Tuakau, is that it is something like what you'd get if you crossed Otaki, with Cannon's Creek. So now that I've given you a picture of the town, imagine a really nice little boutique hotel and bar dropped in the middle of that, and surrounded on all sides by boy racer's out cruising in their misfiring Skylines, and Holden Vectra's with big sound systems.

Yup, it was a truly odd mix.

I had a hilarious room it was basically a corridor, with a door on it. It was so little, that if I wanted to open the fridge door and the door to the room at the same time, I had to move my bag off the floor and put it on the bed. I could touch the wall on one side with my hand on one side, and my elbow on the other side. It was kind of awesome though.

We staged a complete carpark takeover, with neat rows of car and trailer combinations dominating the entire place, and we then departed in convoys (to fight our way through the boy racers).

The event comprised a grass motorkhana (6 tests) and grass autocross on Saturday, a sprint around Pukekohe track in reverse direction (with some extra chicanes), and a vast amount of socialising. As a team, I think our specialty event was the socialising. So three nights running we basically took over the glass front area of the bar, put all the tables together, and talked a vast amount of rubbish. It was absolutely excellent.

The car club up there struggled a bit with running the club-sport basic events, so everything started fairly late, and continued to run later as the day went on. The motorkhana took most of the day, which isn't usual for an event with only slightly more than 25 entries (yup, we Wellington folk were almost half the total entry list).

It started off horrendously slippery, as the grass was a bit damp. Certainly a change from the absolutely bone dry Tauherenikau paddock!

As the day marched on, the grass dried, and we ended up with a heap of traction and a bit of flying grass.

The wee supercharged modified MG Midget of the Walbrans was putting in some excellent times, and with three of them all in the same car, it made it pretty tricky to get anywhere! Last year's champ put on a stunning drive in his N14 Pulsar. Not traditionally a car you think of as being good in a motorkhana, but he really did give us a good wake up call about what a good driver who practices a lot can deliver. Plus of course, he'd actually trailered it from Invercargill to Auckland! That's a hell of an effort.

I was driving like a monkey, and the supercat tyres just weren't gripping up, even as I dropped the pressure further and further. So my results were I think barely inside the top ten, which was disappointing for me, as I usually do okay in the motorkhana, and pretty well tank everything else!

I don't think any of us got any particularly good results in the motorkhana, and some of the times we suspect were a bit odd, with some huge gaps between drivers whose times were pretty similar in other courses. However it was what it was!

They'd not run a grass autocross events before, so I went out and gave a hand setting up their track. Basically took the design they laid out, and trimmed out most of the slow corners, so that we'd get reasonably quick lap times, allowing two laps per run.

I had my first run at the autocross course at about half four, which should give you an idea of how far behind time we were running at that stage.

Unfortunately two thirds of the field got a dry course for one run, and then there was torrential downpour. So the group who got not a single dry run (or who got a wrong way in their dry run) got absolutely massacred.

That's the risk of a grass venue though, the conditions can change so much, and so quickly.

I did a second run in the rain, but was so much slower that I packed it in for the day, and didn't do my third run. I figured that my first run was good, so there wasn't much point in hammering the car on the rev limited again!

Although my first run was a little more exciting than it should have been as I'd completely forgotten about adjusting my rear tyre pressures. So I was still running 36 psi in the semi slicks on the rear.

Suffice to say, my run involved some impromptu drifting in both laps, around the long sweeper.

We got our first good results in the autocross, with Neil Roots winning in the mighty City. I was lucky enough with my dry (albeit drifty) run, to come home in fifth.



We adjourned (damply) to the hotel, took over, talked rubbish, and listened to idiots boosting away from the give way over the road.

The track sprint on the Sunday was just awesome fun, once it eventually got underway (about an hour and a half late I think). You got a mental speed going on in pit lane, and then had to cut all the way back to first for a really mean tight left hander while looking very closely at a big concrete wall, on cold tyres! Then you wound up all the way up to fourth gear down to the hairpin, back to second for that, then up to third, just in time for the "V8's chicane".

When you're heading around the "wrong" way, it's wicked, because you approach the left at full noise in third, the track drops away to the right, with the apex being completely out of sight over the little brow. So I arrived into it way too hot in third in my first run, and had a bit of a slither through the next corner with the back out. The back straight had two really tight (first gear) bus stoop style chicanes in it, with enough time to get back up to fourth before each one, and then into a nice little complex of corners that if you lifted off before them to get the right entry, you could take flat in third gear.

It was a great adrenaline spiking sprint, and absolutely my favourite of the three events we did that weekend. Which is saying a lot, as I'm not really much of a tarmac specialist in my very slow Corolla.

Bayley and his parents were up with us for the weekend, and he was running in a little Peugeot. He put in a really solid drive in both the grass events, and then had an absolute ball out there on Pukekohe.

Now, bear in mind Bayley is only fourteen years old, and that run at Pukekohe is probably the first time he has been over 100km/h driving, and even more than that, is his first time having driven on tarmac!

So he put in a hell of a good drive all weekend, and I hope he keeps on competing, as if he can drive like that at 14, he is going to be quite a competitor.

He ran unopposed in the Junior Championship, so he's our second Junior Champion from HCCC, which is pretty good. He also got an offer to go do some laps of Pukekohe driving a race Corolla, and of being taken out for a V8 hot lap ride.

Neil is again the National Autocross champ.

The overall victor for the weekend was Paul Walbran, driving his son's absolute little rocketship of an MG Midget (well, it is shaped like an MG Midget, but is actually running a modern engine + boost). The rain really mixed up the results, so it would have been interesting to see what would have happened if Brent Reddington had gotten a dry run at the autocross track in his ultra fast City.

But that's not to take anything away from Paul, who drove the pants off the MG all weekend, and has been competing in these events regularly for what must be the last 20 years. It was a deserved win, and I've no doubt that he and his family (four of them were running this year) will continue to support the Clubsport Nationals every year that they possibly can!

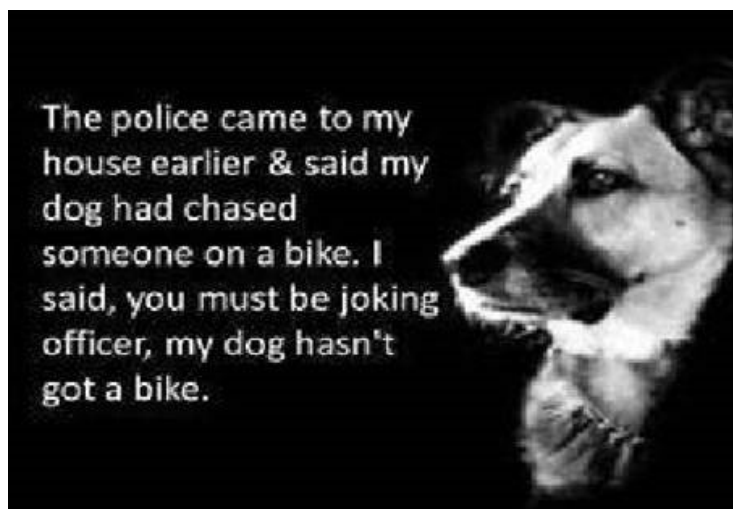
Right, that is more than enough words from me, so hopefully I'll see you some place with cones and sideways cars.

Keep a watch out, as we're going to try to put together a calendar of events in Tauherenikau, maybe featuring a motorkhana or two, and maybe even a day night autocross ...



The Wellington contingent

Leon



Rally Mexico

Following on from the excitement of Sweden and the cold, snowy, icy, slippery conditions the teams headed off to Mexico and a total contrast in rally experiences, being the rally that encompasses the highest altitudes. As you can imagine, the effect on the crews and teams can be dramatic, and so fitness and hydration become so important. In addition to the stress put on all on the rally I always admire how the engineers in each team work out how the high altitude, and so thinner air, will affect their cars performance. After all it is not just a case of working out the barometric difference between the altitude and the normal running of the cars. The variations in temperature that can change so much as the day progresses, the dryness of the air, and therefore the lack of oxygen are all factors that need to be taken into consideration to get the best from the vehicles. When mere 10ths second on a stage can separate crews the pressure on the engineers is intense, particularly when you realise that the car's performance can drop by as much as 30%. So the lack of oxygen not only reduces the level of combustion possible but also the turbos have to work a lot harder to produce the same power, and then the engineers are restricted in what they can do to boost power due to the FIA air intake restrictor regulations

"On one hand, the air pressure sinks with altitude, resulting in a reduction in the oxygen content in the air. On the other hand, so does the air resistance in the turbo charger, which achieves higher speeds than at any other rally,"

explained Dr. Donatus Wichelhaus, Head of Engine Development at Volkswagen Motorsport.



So after the near perfect engine running conditions of Sweden the team's engineers are given one of their biggest headaches of the season. So all in all each team deals with the lack of oxygen on both cars and crews, the dry and very dusty conditions and then the challenging mountainous stages with concrete culverts ready to catch the unwary and inflict a lot of damage.



But what no engineer expects is to recover and rebuild a car that has been drowned and get it to Park Ferme in 3 hours! None of us went through the 17 minutes of hell, Malcolm Wilson and the M Sport team went through as we watched what happened to Ott Tanak and Raigo Molder at 09.24, because we were able to see the guys climb out of their Fiesta super quick and swim to the shore. This was the time

Malcolm and the M Sport team lost contact with the car, and when the following car finished the stage and reported not seeing any sign of the Fiesta or the guys, the organisers realised there was a serious problem and stopped the stage. It wasn't until 09.38 that the Rapid Intervention Vehicle sent to find them was able to report what had happened and that the guys were safe and well.



In the 4 seconds it took for the M Sport Fiesta to sink into the reservoir Raigo and Ott had not only kept their heads and got out of the seat belts and out of the car but Raigo had managed to retain his pacenotes and as soon as they had been cleared by the team doctor, set too drying them. It wasn't until 16.45 that the first divers were sent down to inspect the car, which was no longer on its wheels and an hour later the car was out. Almost 11 hours after the pair had gone off the road the car was towed into service. At 21.30 the FIA cleared the team to be able to begin the work of getting the car ready for Park Ferme and only 25 minutes later the eight allowed to work on the car had stripped it back to its shell! Only 3 hours later Ott and Raigo delivered the car to Park Ferme - and exceptional achievement and one that raised a cheer round the whole global rally community.

I know there was a faulty sensor which gave the team troubles on the Saturday and the car was left in the sun to dry out, but on the Sunday Ott and Raigo completed all three stages and finished the rally, giving the team a precious manufacturer's point. Not a rally any of them are likely to forget!

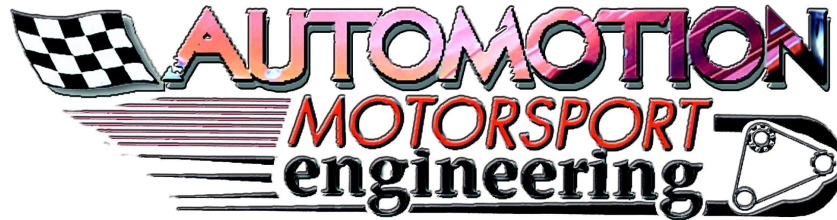
And while Ott and Raigo's crew fought to get the car back on the rally, Elfyn and Dan were maintaining an intelligent pace, pushing in the areas Elfyn felt confident and taking it cautiously when he was unsure, and therefore managed to produce a near on mistake free rally, and hitting the tyres on the Super Special does not really count. This meant that the pair were able to pull in a very respectable 4th, keeping Dai Sordo at bay.

"The main objective was to have a solid, mistake free run and I think we have done that which is something of an achievement here. Of course it was a bit frustrating at times - not being able to push to the maximum when there was a lot more to give - but today especially there was much more to lose than there was to gain" commented Elfyn after the rally.



The rally was an easy win for Sebastien Ogier and ¹⁰Julien Ingrassia, who took the lead on the

Thursday. At first it did look as though team rivals Jari-Matti with Mikka Antilla would challenge the pair. Jari-Matti was looking in good form on the Saturday, only 13.7 secs behind the leaders when he hit a bank midway through SS12 Otates, ripping the left rear wheel and suspension from his Polo R. Jari-Matti was able to limp to the end of the stage but the damage was too great and he and Mikka were forced to retire. This brought Mads Ostberg and Jonas Andersson up to second but in a close battle with Andreas Mikkelsen with Ola Floene, not helped by Mads spinning on SS13, losing 15secs after he had damaged his front suspension on the previous stage. But Mads managed to just about keep Andreas at bay to take second with Andreas taking the final podium spot. For Kris Meeke, like many contesting the rally, it was not going to be smooth running, as he caught himself out braking late for a fast on SS4, resulting in the DS3 sliding offline and Kris just couldn't get it back for the next tight lefthander, hitting a rock on the edge of the road and damaging the cars track control arm.



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A man and his wife moved back home to Cork, from London.

The wife had a wooden leg and to insure it in Britain was £2000.00 a year!

When they arrived in Cork , they went to an Insurance agency to see how much it would cost to insure the wooden leg.

The agent looked it up on the computer and said to the couple, '€39.00.'

The husband was shocked and asked why it was so cheap here in Ireland to insure, because it cost him £2000.00 in England!

The agent turned his computer screen to the couple and said, 'Well, here it is on the screen, it says:
Any wooden structure, with a sprinkler system over it, is €39.00.'

I always did find the Irish Logic far superior to most others.

Harbour Capital Car Club - Results Round 2 Rubber Duck challenge Autocross 1 Mar 2015 Tauherenikau

Driver No	Car	Class	Club	Run 1	Run 2	fastest run	Run 3	Run 4	fastest run	Total both runs	Overall Place	Overall Course 1	Overall Course 2	
28	Brendon Glendinning	WRX	4WD	HCCC	01:07.50	01:15.42	01:07.50	00:57.35	01:03.35	00:57.35	02:04.85	1	1	1
40	Alan Groves	WRX	4WD	HCCC	01:09.21	01:08.57	01:08.57	00:59.60	00:57.95	00:57.95	02:06.52	2	2	2
32	Geoff Warren	WRX	4WD	HVMC	01:09.75	01:09.20	01:09.20	01:00.04	00:59.79	00:59.79	02:08.99	3	3	3
6	Graham Heath	Pulsar	EOD	HCCC	01:12.32	01:15.72	01:12.32	01:01.86	01:00.29	01:00.29	02:12.61	4	7	4
37	Loren Brookes	WRX	4WD	HCCC	01:12.51	01:09.92	01:09.92	01:11.41	01:03.39	01:03.39	02:13.31	5	4	12
4	Leon Cast	Corolla	EOD	HCCC	01:12.54	01:12.26	01:12.26	01:03.80	01:02.16	01:02.16	02:14.42	6	5	6
38	Baden Smith	Pulsar	EOD	HCCC	01:12.26	01:13.26	01:12.26	01:03.57	01:03.46	01:03.46	02:15.72	7	5	15
36	Adam Fisher	Starlet	ENOD	HCCC	01:13.08	01:14.29	01:13.08	01:02.82	01:02.92	01:02.82	02:15.90	8	9	8
25	Neil Roots	City	EOD	HCCC	01:12.53	01:13.33	01:12.53	01:04.89	01:04.30	01:04.30	02:16.83	9	8	18
34	Dan Binet	Trueno	EOD	HCCC	01:14.05	01:15.56	01:14.05	01:03.32	01:03.29	01:03.29	02:17.34	10	10	10
42	Webster Gough	Starlet	EOD	HCCC	01:14.73	01:20.23	01:14.73	01:02.63	dns	01:02.63	02:17.36	11	16	7
2	Kerry Butters	Lancer	EOD	HVMC	01:18.43	01:14.16	01:14.16	01:03.32	01:05.42	01:03.32	02:17.48	12	11	11
24	Stephen Samualu	Corolla	EOD	HCCC	01:14.82	01:14.42	01:14.42	01:13.88	01:03.39	01:03.39	02:17.81	13	13	12
10	Bayley Donald	Peugeot	EOD	HCCC	01:16.10	01:15.12	01:15.12	01:04.63	01:03.79	01:03.79	02:18.91	14	17	16
27	Stacey Glendinning	WRX	4WD	HCCC	01:16.00	01:16.00	01:16.00	01:05.29	01:02.94	01:02.94	02:18.94	15	21	9
16	Craig O'Brien	Mirage	EOD	MAN	01:17.24	01:17.95	01:17.24	01:01.76	01:03.74	01:01.76	02:19.00	16	25	5
12	Neil Tapp	Corolla	EOD	HCCC	01:17.53	01:15.23	01:15.23	01:04.84	01:04.42	01:04.42	02:19.65	17	18	19
17	Mac Fraser	Impreza	4WD	Nil	01:16.39	01:16.97	01:16.39	01:03.42	01:05.76	01:03.42	02:19.81	18	23	14
5	Zed Butters	Lancer	EOD	HVMC	01:17.54	01:15.74	01:15.74	01:05.86	01:04.20	01:04.20	02:19.94	19	20	17
1	Dick Butters	Impreza	4WD	HCCC	01:14.70	01:15.85	01:14.70	01:05.39	01:05.58	01:05.39	02:20.09	20	15	22
8	Lee Jeneway	180SX	ENOD	HCCC	01:16.48	01:15.42	01:15.42	01:06.31	01:04.67	01:04.67	02:20.09	20	19	21
29	Brian Craig	Corolla	EOD	HCCC	01:18.64	01:14.27	01:14.27	01:06.82	01:06.17	01:06.17	02:20.44	22	12	24
20	Ben Soal	WRX	4WD	HCCC	01:16.25	01:16.05	01:16.05	01:05.20	01:04.54	01:04.54	02:20.59	23	22	20
26	Rex Vizible	MX5	ENOD	HCCC	01:14.51	01:19.16	01:14.51	01:20.91	01:06.16	01:06.16	02:20.67	24	14	23
11	Ian Stewart	Escudo	4WD	HCCC	01:18.67	01:17.38	01:17.38	01:06.64	01:06.92	01:06.64	02:24.02	25	26	26
3	Tim Box	Cressida	ENOD	HCCC	01:19.08	01:17.88	01:17.88	01:06.24	01:07.36	01:06.24	02:24.12	26	27	25
39	Dan Smith	Pulsar	EOD	HCCC	01:18.91	01:17.04	01:17.04	01:08.57	01:07.16	01:07.16	02:24.20	27	24	28
21	Luke van Soest	Civic	EOD	HCCC	01:17.90	01:26.75	01:17.90	01:07.99	01:07.48	01:07.48	02:25.38	28	28	30
19	Brent Soal	WRX	4WD	HCCC	01:18.51	01:18.51	01:18.51	01:09.20	01:06.95	01:06.95	02:25.46	29	29	27
33	Hamish McClurg	Trueno	EOD	Nil	01:19.49	01:18.88	01:18.88	01:11.32	01:09.29	01:09.29	02:28.17	30	31	35
22	Nathan Spencer	City	EOD	HVMC	01:24.70	01:20.40	01:20.40	01:11.23	01:08.04	01:08.04	02:28.44	31	32	31
35	Jilly Hutson	Starlet	EOD	HCCC	01:20.87	01:21.02	01:20.87	01:10.05	01:08.53	01:08.53	02:29.40	32	33	33
18	Joel Henderson	Commodore	ENOD	Nil	01:21.13	DNS	01:21.13	01:09.99	01:08.73	01:08.73	02:29.86	33	34	34
15	Michael Mortinsen	Corolla	ENOD	WAI	01:24.60	01:21.37	01:21.37	1:16.00 WW	01:08.51	01:08.51	02:29.88	34	35	32

23	Lee Mitchell	City	EOD	nil	01:27.54	01:23.93	01:23.93	01:10.41	01:07.43	01:07.43	02:31.36	35	36	29
41	Len Fisher	MX5	ENOD	HCCC	01:28.56	01:24.70	01:24.70	01:13.16	01:10.45	01:10.45	02:35.15	36	38	37
9	Daniel Thomson	MX5	ENOD	HCCC	01:29.57	01:28.45	01:28.45	01:12.61	01:10.15	01:10.15	02:38.60	37	39	36
14	Shane Atkinson	Civic	EOD	HCCC	01:19.59	01:18.70	01:18.70	dnf	01:27.42	01:27.42	02:46.12	38	30	39
13	Nik Brown	Mini	EOD	HCCC	01:46.29	01:24.29	01:24.29	dns	01:27.42	01:27.42	02:51.71	39	37	39
7	Sarah Ward	120Y	ENOD	MAN	01:44.83	01:36.92	01:36.92	01:28.25	01:22.42	01:22.42	02:59.34	40	40	38
43														

WW Wrong way on the course
has a 5 second per cone penalty included. Assessed time - Slowest time for the run + 5 secs

**Big thanks go to the organising team and helpers on the day
Adam Fisher, Jilly Hutson, Leon Cast, Baden Smith, Bayley Donald and to all those who helped out during the day with BBQ and Cone recovery.
Our scrutineers for the day, Leon Cast, Alan Groves and Geoff Warren
We look forward to seeing you at the next event on 29 March 2015 at the same location for Round 3 of the Rubber Duck Challenge.**

Hi team, thanks for all coming out to play in the 2nd round of the Rubber Duck challenge in Tauherenikau on Sunday. It was great to see so many happy grass skidders out for a play and survive the dust.

PS to those newbies, just a gentle reminder that you can do 2 events before you need to join a Motorsport NZ car club, if you wish to join ours you can do so on our Club Website www.hccc.org.nz and click on the Membership tab.

Again a big thanks to our hosts the Donald family for the use of the paddock and to our organising committee and helpers on the day we really appreciate all the work that goes into making these events happen.

These have overall results as well as by class. The points for the series have been awarded by class and have included a tab with this information in it also.

See you all on 29th March for Round 3 – The Phantom Duck

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Do you know that awesome feeling when you get into bed, fall right asleep, stay asleep all night and wake up feeling refreshed and ready to take on the day?

Yeah, me neither!

What can I say?!!! This says it all.

Let's hear it for a Quebec mayor...

MAYOR REFUSES TO REMOVE PORK FROM SCHOOL CANTEEN MENU... EXPLAINS WHY

Muslim parents demanded the abolition of pork in all the school canteens of a Montreal suburb.

The mayor of the Montreal suburb of Dorval, has refused, and the town clerk sent a note to all parents to explain why...

“Muslims must understand that they have to adapt to Canada and Quebec, its customs, its traditions, its way of life, because that's where they chose to immigrate.

“They must understand that they have to integrate and learn to live in Quebec.

“They must understand that it is for them to change their lifestyle, not the Canadians who so generously welcomed them.

“They must understand that Canadians are neither racist nor xenophobic, they accepted many immigrants before Muslims (whereas the reverse is not true, in that Muslim states do not accept non-Muslim immigrants).

“That no more than other nations, Canadians are not willing to give up their identity, their culture.

“And if Canada is a land of welcome, it's not the Mayor of Dorval who welcomes foreigners, but the Canadian-Quebecois people as a whole.

“Finally, they must understand that in Canada (Quebec) with its Judeo-Christian roots, Christmas trees, churches and religious festivals, religion must remain in the private domain.

The municipality of Dorval was right to refuse any concessions to Islam and Sharia.

“For Muslims who disagree with secularism and do not feel comfortable in Canada, there are 57 beautiful Muslim countries in the world, most of them under-populated and ready to receive them with open halal arms in accordance with Shariah.

“If you left your country for Canada, and not for other Muslim countries, it is because you have considered that life is better in Canada than elsewhere.

“Ask yourself the question, just once, “Why is it better here in Canada than where you come from?”

“A canteen with pork is part of the answer.”



**Wellington Motorsport Association Calendar 2015 as at 6th March
(a few non WMSA items added)**

April	4	GG	Gravel Sprint (day/night?)	Wairarapa	Tea Creek	GS?
	5	GG PT	Gravel Sprint Circuit Sprint (The Surgery)	Wairarapa	Tea Creek Manfeild	GS? IM
	11		Sprint/Races	Triumph	Taupo (Track 3)	
	12		Road and Track Sprint Round 1 Race, Summer Series Round 4 Taupo Tarmac Rally	Manawatu Manawatu	Manfeild Manfeild	
	19		Rally Korito Rd Hillclimb		Whangarei N Plymouth	NZRC
	26		Gravel Sprint	Levin	Gladstone Road	GS
May	9		Rally		Otago	NZRC
	17		Gravel Sprint Race (MG Charity Classic)	Wairarapa MG	Puketiro Road Manfeild	GS
	18		WMSA Meeting		HCMC Clubrooms	
	23		MSNZ AGCM - Wellington	MSNZ	Brentwood Hotel	
	24		MSNZ AGCM - Wellington Circuit Sprint (The Surgery)	MSNZ	Brentwood Hotel Manfeild	IM
June	30		Rally		Canterbury	NZRC
	7		Race – Winter Series Round 1	Manawatu	Manfeild	
	14		Mataro Rd Hillclimb		N Plymouth	
	21		Road and Track Sprint Round 2 Gravel Sprint	Manawatu Levin	Manfeild Mangahao Dam	GS
	27		Rally		Gisborne	NZRC
July	5		Races Winter Series Round 2	Manawatu	Manfeild	
	12		Circuit Sprint (The Surgery)		Manfeild	IM
	1					
August	2		Race Winter Series Round 3	Manawatu	Manfeild	
	9		Circuit Sprint (The Surgery) Street Sprint		Manfeild Stratford	IM
	17		WMSA Meeting (AGM)		HVMC Clubrooms	
	22		Rally		Coromandel	NZRC
	29		Mini Piles Peak sprint		Wanganui	
September	6		Race Winter Series Round 4	Manawatu	Manfeild	
	13		Circuit Sprint (The Surgery)		Manfeild	IM
October	3		Rally		Wairarapa	NZRC
	25		Sealed Sprint	Hutt Valley	Port Road, Seaview	DM/Sc
November	1		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	8		Gravel Sprint	Levin	Waiorongomai Road	GS
	14		Race – MG Classic	MG	Manfeild	
	15		Race – MG Classic	MG	Manfeild	
	16		WMSA Meeting (Calendar)		HVMC Clubrooms	
	21		Western Line Sprint		Wanganui	
	22		Brunswick RD sprint		Wanganui	
	28					
	29		Gravel Sprint	Wairarapa	Dorsets Road	GS

Abbreviations

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

Levin
Hutt Valley
Wellington
Harbour Capital
Kapiti
Wairarapa
MG
Intermarque

Club Contacts

027 442 1639 (Chris)
027 439 7616 (Neil)
021 717 676 (Jody)
027 6996 838 (Leon)
027 446 9986 (Bryan)
027 627 8005 (Mort)
04 970 8644 (Terry)
027 232 2523 (Alan)

Stewards

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

I'm not a paranoid, deranged millionaire. God dammit, I'm a billionaire.
~ Howard Hughes



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Here is old age at its best...

Russ and Fred, two friends, met in the park every day to feed the pigeons, watch the squirrels and discuss world problems.

One day Russ didn't show up. Fred didn't think much about it and figured maybe he had a cold or something.. But after Russ hadn't shown up for a week or so, Fred really got worried. However, since the only time they ever got together was at the park, Fred didn't know where Russ lived, so he was unable to find out what had happened to him.

A month had passed, and Fred figured he had seen the last of Russ, but one day, Fred approached the park and-- lo and behold!--there sat Russ! Fred was very excited and happy to see him and told him so. Then he said, 'For crying out loud Russ, what in the world happened to you?'

Russ replied, 'I have been in jail.'

'Jail!' cried Fred. What in the world for?'

'Well,' Russ said, 'you know Sue, that cute little blonde waitress at the coffee shop where I sometimes go?'

'Yeah,' said Fred, 'I remember her. What about her?'

'Well, the little gold-digging witch figured I was rich and she filed rape charges against me; and, at 89 years old, I was so proud that when I got into court, I pleaded 'guilty'.

'The judge gave me 30 days for perjury.'

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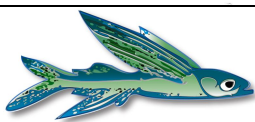
WRC044



Men are like linoleum floors. Lay 'em right and you can walk all over them for 30 years.
~ Betsy Salkind

ALEXANDRA ROAD HILLCLIMB 22 MARCH 2015

Running Order	Car No.	Class	Driver	Club	Car	Capacity	Timed Runs			Fastest	Ranking Overall	Class Ranking				
							Practice	1	2			3	A	B	C	D
37	68	C	Tim Shilay	HVMC	Mallock Mk31	1998 cc	00:46.14	00:45.49	10:00.00	10:00.00	00:45.49	1				
6	7	D	Ryan Stevens	WCC	RX7	3978	00:48.85	00:46.70	00:50.17	00:47.81	00:46.70	2				
27	29	E	Danny Picard	HVMC	Mirage	2000	00:48.34	00:47.12	10:00.00	10:00.00	00:47.12	3				
20	22	D	Alan Austin	Taranaki CC	RX7	4000	00:48.65	00:48.32	00:48.75	00:48.32	00:48.32	4				
16	18	E	Marty Smith	WCC	Legacy RS	3400	00:51.83	00:49.53	00:49.46	00:48.39	00:48.39	5				
15	17	E	Dave Ross	WCC	Lancer Evo 3	2000 T	00:50.17	00:48.78	00:49.75	00:53.75	00:48.78	6				
26	28	D	Blendon Sole	Taranaki CC	RX7 V8	7400	00:52.52	00:48.95	10:00.00	10:00.00	00:48.95	7				
21	23	D	Webster Gough	HCCC	Starlet GT	1331 T	00:52.68	00:49.23	00:50.90	00:51.04	00:49.23	8				
11	12	B	David Graham	WCC	Datsun 1200	1500	00:49.19	00:49.33	00:50.52	00:50.39	00:49.33	9				
24	26	D	Tim Steenken	HVMC	Toyota MR2	3000	00:52.43	00:49.59	00:58.28	00:51.00	00:49.59	10				
38	168	D	Stu Robertson	Wanganui	Corolla	2000 T	00:52.18	00:50.82	00:52.08	00:49.66	00:49.66	11				
28	30	E	Gary Leach	Wairarapa	Impreza	3400	00:52.86	00:50.12	00:51.37	00:51.10	00:50.12	12				
35	53	B	Andrew Thomas	HVMC	Corolla Gti	1600	00:51.02	00:50.32	00:51.68	00:51.75	00:50.32	13				
42	703	D	Matt Gaskin	HVMC	Skyline GTS-T	2500	00:51.29	00:50.58	00:51.06	00:53.11	00:50.58	14				
23	25	E	Ben Young	HVMC	WRX Sti	2000 T	00:52.27	01:08.56	00:50.60	10:00.00	00:50.60	15				
18	20	C	Gavin Bateman	HVMC	Mallock U2 Mk4	1650	00:53.45	00:51.55	00:50.65	00:52.73	00:50.65	16				
4	5	C	Nicholas Chong	HVMC	Integra	1998	00:52.60	00:51.09	00:52.03	10:00.00	00:51.09	17				
3	4	E	Brian Budd	WCC	Lancer Evo 6	2000 T	00:54.20	00:52.49	00:51.43	10:00.00	00:51.43	18				
14	16	E	Loren Brookes	HCCC	Subaru WRX	2000 T	00:53.25	00:51.94	00:52.49	00:52.59	00:51.94	19				
5	6	D	Rob Cuttle	WCC	Datsun 240Z	2800	00:51.75	00:56.30	00:52.29	10:00.00	00:52.29	20				
30	32	B	Oli Hendra	MOWOG	Civic	1595	00:52.11	00:52.46	00:53.55	00:53.22	00:52.46	21				
39	191	A	Don McLean	WCC	Barina	1298	00:55.11	00:53.73	00:53.01	00:52.59	00:52.59	22				
7	8	D	Nigel Summerfield	HCCC	Pulsar VZ-R	1596 T	00:53.50	00:52.63	00:54.20	00:55.22	00:52.63	23				
43	866	E	Vivian Eden	HVMC	Subaru WRX	1998 T	00:52.76	00:53.15	00:53.41	00:52.56	00:52.56	24				
41	500	D	Phil Derby	HVMC	BMW 540	4000	00:54.07	00:52.70	00:53.41	00:52.72	00:52.70	25				
9	10	A	Matt Hendra	MOWOG	Miri	1298	00:54.52	00:55.20	00:54.11	00:52.89	00:52.89	26				
25	27	C	Ian Hendra	MOWOG	Civic	1800	00:55.77	00:53.98	00:58.92	00:53.19	00:53.19	27				
31	33	B	Greg Hart	HVMC	Toyota Levin	1600	00:55.43	00:54.07	00:56.85	10:00.00	00:54.07	28				
17	19	D	Euan Beattie	Levin	Starlet	2250	00:56.12	00:55.74	00:55.22	00:54.10	00:54.10	29				
2	2	E	Sam Duncan	HVMC	Impreza	1994 T	00:56.01	00:54.79	00:55.25	00:54.42	00:54.42	30				
22	2	B	Paul Stent	HCCC	Toyota MR2	1600	00:56.61	00:54.72	00:54.50	10:00.00	00:54.50	31				
32	38	E	Dick Butters	HCCC	Impreza	3500	00:56.44	00:55.05	00:56.47	10:00.00	00:54.51	32				
36	54	E	Gary Innes	HVMC	Lancer	2000 T	00:54.99	00:54.58	00:55.01	01:00.48	00:54.58	33				
40	1	C	Barry Cuttill	HVMC	Fraser Clubman	2000	00:53.68	00:54.69	10:00.00	10:00.00	00:54.69	34				
1	1	B	Haydn Perkins	HCCC	Mirage	1590	00:57.53	00:55.39	01:09.88	00:57.44	00:55.39	35				
19	21	D	Aaron Duncan	Kapiti	Lancer	2720	00:56.81	00:57.13	00:56.46	00:55.52	00:55.52	36				
29	31	D	Brian Worboys	HCCC	Road Rat	2285	01:00.49	00:56.80	01:07.70	00:58.73	00:56.80	37				
34	51	D	Gavin McLaughlin	WCC	Nissan Silvia	4100	00:58.47	01:02.36	10:00.00	10:00.00	00:57.09	38				
13	15	B	Charles Roberts	HCCC	Mirage RS	1997	01:03.83	01:00.84	00:57.69	00:58.32	00:57.69	39				
10	11	A	Jilly Hutson	HCCC	Starlet	1300	01:02.84	00:59.88	01:01.97	01:01.66	00:59.88	40				
12	14	B	Ken Cuttle	WCC	Nissan EXA	1598	01:05.72	01:01.58	01:00.51	10:00.00	01:00.51	41				
33	40	B	Kurtis Cuttle	WCC	Nissan EXA	1598	01:06.19	01:05.92	01:06.02	10:00.00	01:05.92	42				
8	9	D	Jame McLaughlin	WCC	Commodore VT	6500	01:00.25	01:05.99	01:30.42	10:00.00	01:05.99	43				



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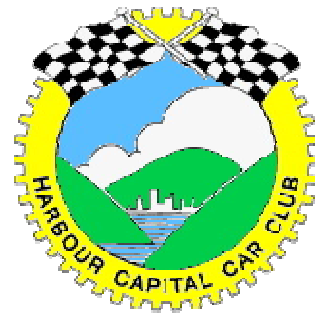
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~ Arnold Schwarzenegger



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