



Photo: MotorsportCentral

WHEELSPIN

February 2015

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Adam Fisher giving it heaps at Dorsets Rd

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 4th February 2015 @7:30



022015 HCCC

2014 finished with a hiss and a roar for me, I had my last gravel event for the year at Dorset's Road, and then a grass autocross at Tauherenikau.

Dorset's was a bit of a mission, as you have to get up at a completely silly hour of the morning to drive some place North of Masterton! I didn't make my life easier by being lazy and leaving the car on rally tyres for the drive there and back either.

While it is a nice time of the morning to be heading over the Rimutaka's, the driving experience on the rally rubber, and the tall suspension (with the rear swaybar disconnected) is also not the best. I've not been to that road before, so was nervously looking forward to it. It's a mostly second gear fairly steep uphill climb, with half a dozen slower corners mixed into it, and one sort of a straight where you can get the wee Corolla into third.



Photo: MotorsportCentral

The pit area was fun, as it was a very huge paddock, with an extremely soft dip, in which a number of people with trailers got themselves stuck. I powered through it with a heap of wheelspin, and it was soft enough that I ended up with mud stuck to the front bumper.

Some of the cars there were interesting, with a Hyabusa powered KE25 Corolla coupe, and a Chev V8 powered Mk2 Escort, along with many of the usual suspect. It was a big entry, I think ballpark 40 cars?

Dan Hole has changed cars, having purchased the ex Murray O'Neil rally rides three seater Mitsubishi Evo. It is a big change from the wee Datsun 1200 that he has just finished building up, but he seems to have adapted pretty well. Also, judging from the huge grin, I think it is safe to say that he is enjoying having a big dose of power and traction. While he did enter both vehicles, I think the Datsun only got one run on the day.

It looked like every VR4 in the lower North Island turned up on the day as well, it has been years since I've seen so many of them in the one place.



Photo: MotorsportCentral

I had a heap of fun in the (slow) Corolla, although it did actually take me until my last run of the day before I actually managed to remember the corners well enough so that I was in the right gear. I spent the first three runs slowing down far too much for a few corners, and going back to first when actually I could carry enough speed to justify holding the car in second. That took seven seconds off my time, which was handy.

It wasn't a great result for me, as I finished 7th from the 9 within my class, so there's a lot more speed out there somewhere, just hiding from me. I finished the day with extremely stuffed rubber too, which was definitely not helping my cause! That said, the tyres I was running were second hand ones that Brendon had purchased off another competitor, before I purchased them off Brendon!

In the top end of the field it was a battle between Marty in the Legacy, and Rex in the WRX. Rex snuck into first on his final run, cutting off seven seconds, to get half a second in front of Marty. Gareth McLachlan was actually the fastest guy up the hill, but he was entered twice, so as he did twice the number of runs, he doesn't appear in the results. Clearly though, he was absolutely on fire, as he was a full three seconds faster than Rex. Adam Fisher had a good day, bringing the Starlet home second in class, behind the motorbike powered Corolla.

Keith Stewart (Yeti) had an interesting day, as Mrs Yeti nearly chucked the Escort away, having been sucked into a drain, and "adjusting" the front end geometry somewhat. Keith then went on to win the class, so clearly the repairs were extremely effective. Great bit of road, and it is an event I will definitely be doing again ... though I will be sure to run slightly less tired tyres next time!

The final event for the year was another of the excellent autocross' at Tauherenikau. I would say that it was a dark and stormy night, but it wasn't night, dark, or stormy. It was as windy as hell though, and hovering on the verge of rain all day. It was a strong turnout with I think nearly thirty cars entered.

We did our "usual" format there, running one course in the morning, a second course in the

afternoon (to reduce the level of damage that we do to the venue), and adding the best times from each course together.

Andrew Thomson was having an interesting day, as he was doing one run in a borrowed car in each class ... so he did one run in each course using my Corolla, Tim Box's V8 Cressida, and Brendon's Sti. Has to be said, he put in a series of very tidy runs, and while I can't lay my hands on the results at the moment, I think he finished something like third overall.

Brendon took out the top honours in his Sti, Kerry Butters took out front drive class in his (smoking) Lancer. I managed second in class behind Kerry, as while I got a good run in the first course, but never managed to get my head around the second course.

The drive home was kind of interesting, as the rain had started in time to make the Rimutaka's nice and slippery. I really don't know why, but the Corolla was determined to kill me the entire way over the hill, happily attempting to understeer me into things. Then of course, as it was a Sunday afternoon, I got stuck behind a bunch of numpties crawling along at walking speed on all the corners.

The car got a nice rest over Christmas and New Year, as all that happened to it over that duration was the swap from the tall gravel suspension, back to tarmac suspension, and having new rear sway bar links fitted (which stopped the creaking noise that the car has been making for about the last three years).

Then John got stuck into the five speed to six speed gearbox conversion. This wasn't a complete success, as it turns out that my plate diff (third hand when purchased along with the five speed) had been busy smashing itself to bits (the ramps were falling apart). So the six speed went into the car running a torsen diff, rather than my nice plate diff, and my five speed gearbox plus plate diff were suddenly worthless. Sigh, not an ideal situation to say the very least.

So now I'm probably looking at having to find a grand or so to get another plate diff ... which might, or might not smash itself to bits just like this one did.

The first event of the year for me (and the new six speed) was Port Road. Another full event, with 51 entries, ranging from Tim's mad little U2 race car, through to a huge number of WRX's of various flavours, along with the usual gaggle of Corolla's. I made a complete hash of the day, on the first run I managed to hit the rev cut on every occasion possible, then use second gear out of the hairpin barrel. Second and third runs had huge lock ups and totally overshot two apexes. The final run was merely messy rather than shambolic, which is about as positive as I can manage to be about my driving efforts on the day!

I ended up two or three seconds slower than my previous time around Port Road, which I think is a combination of generally having a bad hair day, weaker diff engagement, as well as a change of tyres (plus any other excuses that I can come up with over time!). I've gone from soft to hard tyres, which will get me a lot more life out of a set of tyres, but the downside is that my cornering velocity is a bit compromised.

It seemed to be a bit of a tough day mechanically, with John Raptis having Andrew's motor expire on him at the finish line after his first run, and Webster's "I found it under the workshop bench, I wonder if it still works" engine failing to maintain oil pressure. Andrew and John packed up early and headed home, whilst Webster jumped into Nigel's monster power N15 Pulsar, and managed to beat Nigel by half a second.

Tim thumped everyone by a huge margin in the U2 race car, followed home by Danny Picard in the Mirage Evo, and then Ben (who has purchased the ex Wade WRX). Well run day again by HVMC, with a heap of prizes available too. We had to postpone our first round of the Rubber Duck Challenge autocross series from Anniversary Monday, through to February 8th. So I hope to see as many of you there on the 8th as possible.
Cheers

Leon

Notice of Annual General Meeting

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday the 4th February 2015 @7:30

WMSA NIGHT TRIAL ROUND 3 - 10th September 2014

	John Rapley and Sharon Stark	Dave and Mark Jennings	Cathy and Mike Reid	Diana and Ben Stockbridge/Tim Stark	Karin Keith and Josh Keith	Bernie and Melissa Keith	John Tennent, Brian Craig and Vern Biggs	Bill Peacock and Murray Milner	Bill Pearce and Tim Dempsey
Team No.	9	3	2	8	7	6	5	4	1
BEGIN	7.53	7.45	7.46	7.52	7.51	7.5	7.49	7.49	7.47
LDT			10	10	10	10	10	10	10
HUCK				10	10	10	10	10	
FEEL					10	10		10	10
HILL					10	10			10
DURN					10				
DLRR						10			
TRAIN							10		
ASTINA		10							
VAN					10	10	10		10
DIY					10				10
SEVEN				10		10			10
M-CHECK	15	18	23	30	30	30	30	30	15
REALL								10	10
MATED								10	10
DRAT									10
VISA				10			10	10	10
UBLL	10			10		10			10
XENTIA	10								10
MAZDA							10	10	10
MX5		10	10				10		10
PREBEL	10	10	10	10	10	10	10	10	10
DILIB			10	10		10	10	10	10
KIWI			10	10	10	10	10	10	10
FINISH									
CONTROL	9	13	30	20	11	15	28	30	0
TOTAL	54	61	103	130	131	155	158	160	185
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th



Wales Rally GB

With Sebastien Ogier and Julien Ingrassia already securing the championship title it was clear they had a very relaxed rally ahead of them. However for those still looking to secure their position in the championships it was to be a close fought battle. There was also the added stress of teams yet to announce their 2015 crew line-ups.



Sebastien Ogier and Julien Ingrassia

As it turned out the heavy rain on Wednesday turned the forest stages into an extremely slippery challenge which got worse with each car passing. Gartheiniog started proceedings off and set the bar well for all competitors, being a set of challenging corners linked with fast sections and covered in mud, making the 14.58km an ice-rink. From Gartheiniog it was into Dyfi, which followed the same route as last year. It was here Latvala was nearly caught out when he hit a hole and nearly rolled, losing his momentum and dropping seconds on Ogier. He really did not look comfortable out there and you could see he was struggling to catch Ogier, who was clearly very relaxed.



Jarri-Matti Latvala

corner, ending up hitting the right rear and pulling his nose into the ditch. It was sad to see him retire from day one soon after showing such great pace but he was back under the Super Rally for the next two days and while he wouldn't get a great overall result he certainly was the fastest over the last two days.



Andreas Mikko

Both Kris and Elfyn commented that, although they were on home territory that did not make their jobs any easier, as neither had actually gone through some of the stages for many years, and with the conditions it was still going to be a real challenge. This was in addition to the amount of pressure both had to endure off stage being placed in front of as many people and cameras as was physically possible and expectations were high.



Kris M

When I saw Kris out on Dyfi the first day he looked quite comfortable and was attacking the stage with confidence. This was despite getting a 10 sec penalty for an over enthusiastic jump start on SS1. When I next got the chance to watch the action it

was day two, all be it only on Chirk Castle and Kris and Paul were giving Mikko Hirvonen and Mads Ostberg a real battle, delighting the fans around us. It was sad to see Kris and Paul go off on Sunday morning ending in the ditch with a punctured tyre, the time loss meant that they couldn't push for second and ended up dropping to sixth overall. It was great to hear that immediately after the rally the Citroen announcement that Kris was signed for 2015 became official. It is well deserved as Kris and Paul have shown talent and determination to keep fighting throughout their rookie season taking a number of podiums. Interestingly soon after, Citroen also announced that Sebastien Loeb and Daniel Elena would be competing at Monte Carlo in January, and that they would also be in the points contention. Bet that put Sebastien Ogier and Daniel Ingrassia in a good mood!

Elfyn also waved the British flag well, and took the rally in his stride, and I did not see him put a foot wrong all weekend. Considering he was making his debut in WRGB in a full blown World Rally car, and everyone kept reminding him he lived 'just over the hill' so should be more than familiar with the routes, he held his cool and coped with the pressure magnificently and concentrated on building his experience and learning the stages. It probably helped that the last Welshman to take a full blown WRC car on WRGB was his Dad in 2001, who I saw a few times over the weekend, as was on hand to support his son. Saturday was particularly exciting for the fans who saw Elfyn and Thierry Neuville fight a really tight battle.



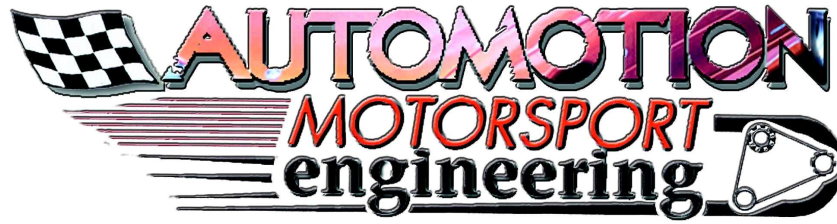
Elfyn

So, I was delighted when the final results came in and Elfyn and Daniel took 10 points for a solid 5th place ahead of Kris and Paul. This means Elfyn ended the Driver's championship season is a very respectable 8th. Impressive for a first full season! Malcolm obviously thought so too, announcing that Elfyn would be with M-Sport for a second season, with Ott Tanak as his team-mate, due to retirement of Mikko Hirvonen with Jarmo Lehtinen at the end of Rally GB.

Mikko finished the 2014 season so much better than he started. He showed he still has the pace to compete on the WRC and I wonder if his lack of performance was all in his mind. But wish him well whatever he does from here on.

By now anyone interested in rally will know the blow by blow account of both the WRC and WRC2 competitors, but I do want to give special mention to Sara Williams, with

Patrick Walsh as her co-driver. The pair had a tough rally competing in her first WRGB, but battled through to bring in a very respectable 43rd overall and was the leading lady driver, which is no mean feat. A few years ago Sara won the competition I had going where she won one of my Stilo helmets. The design she put on her helmet was very effective and lasted well. Well done to Sara and Patrick.



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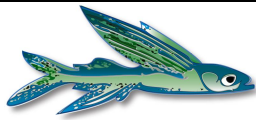


Wellington Motorsport Association Calendar 2015 as at 22 Nov

Month	Date	Steward	Event Type	Club	Venue	Status
February	14		Race (Grand Prix)		Manfeid	
	15		Race (Grand Prix)		Manfeid	
	16		WMSA Meeting		HVMC Clubrooms	
	21		Race (IRC Round 2)			
March	22	GG	Race (IRC Round 2) Gravel Sprint	Wairarapa	Manfeid Westons Road	GS
	8		Sealed Sprint	Levin	Kaihinau Road	DM/Sc
	12	All	Stewards Meeting			
	15	GG	Gravel Sprint (reserve date)	Wairarapa	Westons Road (?)	GS
April	22	WG	Sealed Sprint	Wellington	Alexandra Road	DM/Sc
	4	GG	Gravel Sprint (day/night?)	Wairarapa	Tea Creek	GS?
	5	GG PT	Gravel Sprint Circuit Sprint (The Surgery)	Wairarapa	Tea Creek Manfeid	GS? IM
	11		Sprint/Races Road and Track Sprint Round 1	Triumph Manawatu	Taupo (Track 3) Manfeid	
	12		Race, Summer Series Round 4	Manawatu	Manfeid	
	19		Rally		Whangarei	NZRC
	26		Gravel Sprint	Levin	Gladstone Road	GS
May	9		Rally		Otago	NZRC
	17		Gravel Sprint	Wairarapa	Puketiro Road	GS
	18		WMSA Meeting		HCMC Clubrooms	
	24		Circuit Sprint (The Surgery)		Manfeid	IM
	30		Rally		Canterbury	NZRC
June	7		Race - Winter Series Round 1	Manawatu	Manfeid	
	21		Road and Track Sprint Round 2 Gravel Sprint	Manawatu Levin	Manfeid Mangahao Dam	GS
	27		Rally		Gisborne	NZRC
July	5		Races Winter Series Round 2	Manawatu	Manfeid	
	12		Circuit Sprint (The Surgery)		Manfeid	IM
August	2		Race Winter Series Round 3	Manawatu	Manfeid	
	9		Circuit Sprint (The Surgery)		Manfeid	IM
	17		WMSA Meeting (AGM)		HVMC Clubrooms	
	22		Rally		Coromandel	NZRC
September	6		Race Winter Series Round 4	Manawatu	Manfeid	
	13		Circuit Sprint (The Surgery)		Manfeid	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
	16		WMSA Meeting (Calendar)		HVMC Clubrooms	
	29		Gravel Sprint	Wairarapa	Dorsets Road	GS
December	25		Elf hurling competition (handicap)		Venue to be advised	
Abbreviations			Club Contacts		Stewards	
KN	Kim Naylor Autocross Series	Levin	027 442 1639 (Chris)	AW	Alan Wright	
DM	Duncan McKenzie Sealed Sprint Series	Hutt Valley	027 439 7616 (Neil)	GG	Gordon Gandy	
ST	Stewards Trophy Motorkhana Series	Wellington	021 717 676 (Jody)	GM	Gus McMillan	
VB	Vesta Battery round of ST series	Harbour Capital	027 6996 838 (Leon)	JR	John Rapley	
GS	Gravel Sprint Series	Kapiti	027 446 9986 (Bryan)	PT	Paul Te Punga	
RT	Road and Track Sprint Series	Wairarapa	027 627 8005 (Mort)	SM	Stephen Marks	
RS	Rallysprint Series	MG	04 970 8644 (Terry)	TS	Tracey Stringer	
IM	The Surgery Intermarque Sprint Series	Intermarque	027 232 2523 (Alan)	WG	Wayne Gair	
Nat	National meeting					
NT	Night Trial Series					
Sc	Ron Scanlon Trophy Series					



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This will make you smile!! Fruitcake recipe

1 cp water	1 tsp salt
1 cp sugar	1 tsp baking soda
4 lg eggs	1 cp brown sugar
2 cps dried fruit nuts	
Lemon juice	1 gallon whiskey

Sample the whiskey to check for quality. Take a large bowl. Check the whiskey again to be sure it is of the highest quality . Pour one level cup and drink .

Repeat

Turn on the electric mixer; beat one cup butter in a large, fluffy bowl. Add 1 tsp. Sugar and beat again. Make sure the whiskey is still okay. Cry another tup. Turn off the mixer. Break two legs and add to the bowl and chuck in the dried fruit . Mix on the turner. If the fried druit gets stuck in the beaters , pry it loose with a drewscriver .

Sample this whiskey to check for tonsisticity.

Next, sift 2 cups of salt. Or something . Who cares?

Check the whiskey.

Now sift the lemon juice and strain your nuts. Add one. Spoon. Of sugar or something. Whatever you can find.

Grease the oven... Turn the cake tin to 350 degrees...Don't forget to beat off the turner... Throw the bowl out the window....check the whiskey again...

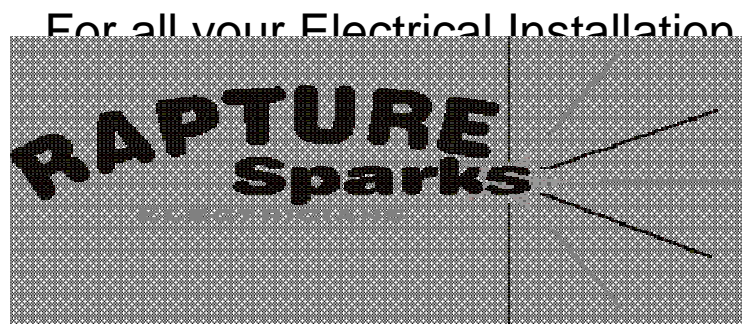
Go to bed..... Who the hell likes fruitcake anyway?

Q:

What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?



A: *Carroll Shelby's Mustang GT350.*



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No	Driver	Car	Class	Club	Run 1	Run 2	Run 3	fastest run	Run 4	Run 5	Run 6	fastest run	Total both runs
22	Brendon Glendinning	Impreza	4WD	HCCC	02:06.10	01:54.32	01:45.15	01:45.15	02:12.76	01:55.27	01:48.07	01:48.07	03:33.22
3	Geoff Warren	WRX	4WD	HVMC	02:00.54	01:52.96	01:46.10	01:46.10	02:09.57	01:55.43	01:48.63	01:48.63	03:34.73
15	Andrew Thomson	ALL	4WD	HCCC	02:12.80	01:57.27	01:47.06	01:47.06	02:19.57	02:14.86	01:49.05	01:49.05	03:36.11
17	Samuel Burgess	Legacy	4WD	HCCC	02:03.03	01:51.16	01:47.13	01:47.13	02:23.10	02:07.10	01:55.16	01:55.16	03:42.29
20	Webster Gough	WRX	4WD	HCCC	02:34.64	02:24.62	01:50.48	01:50.48	02:11.42	01:57.92	01:52.23	01:52.23	03:42.71
19	Alan Groves	WRX	4WD	HCCC	02:03.80	01:49.34	01:40.76	01:40.76	02:29.73	02:02.89	DNS	02:02.89	03:43.65
10	Loren Brookes	WRX	4WD	HCCC	02:21.76	01:55.93	01:49.07	01:49.07	WW	02:14.70	01:59.92	01:59.92	03:48.99
1	Dick Butters	Impreza	4WD	HCCC	02:13.03	02:01.16	01:51.95	01:51.95	02:34.06	02:04.46	01:58.50	01:58.50	03:50.45
21	Mark Rutherford	Impreza	4WD	Nil	02:10.48	02:01.30	01:54.20	01:54.20	02:23.54	02:11.21	02:00.67	02:00.67	03:54.87
18	Robin Groves	WRX	4WD	HCCC	02:31.80	02:09.92	01:55.92	01:55.92	02:20.23	02:15.36	DNS	02:15.36	04:11.28
27	Adam Fisher	Starlet	ENOD	HCCC	02:04.39	01:53.91	01:52.90	01:52.90	02:09.39	01:58.51	02:00.41	01:58.51	03:51.41
4	Stephen Heise	Falcon	ENOD	HCCC	03:01.21	02:25.93	01:56.55	01:56.55	WW	02:09.60	02:02.40	02:02.40	03:58.95
14	Tim Box	Cressida	ENOD	Nil	02:45.88	02:06.51	02:04.93	02:04.93	02:18.30	02:06.03	02:01.40	02:01.40	04:06.33
11	Michael Mortensen	Corolla	ENOD	WAI	02:27.42	02:03.70	02:07.61	02:03.70	02:28.91	02:15.16	02:06.86	02:06.86	04:10.56
7	Lee Jeneway	180SX	ENOD	Nil	02:28.16	02:07.75	01:57.03	01:57.03	WW	02:22.03	02:18.00	02:18.00	04:15.03
31	Duncan Smeaton	MX5	ENOD	Nil	02:41.16	02:23.97	02:11.54	02:11.54	WW	02:18.29	02:12.55	02:12.55	04:24.09
2	Kerry Butters	Lancer	EOD	HVMC	02:16.74	01:58.67	01:49.31	01:49.31	02:15.49	01:59.48	01:48.63	01:48.63	03:37.94
23	Leon Cast	Corolla	EOD	HCCC	01:59.67	01:50.86	01:45.86	01:45.86	02:22.70	01:56.03	01:52.73	01:52.73	03:38.59
9	Baden Smith	Pulsar	EOD	HCCC	02:05.16	01:56.90	01:49.53	01:49.53	WW	02:16.80	01:57.84	01:57.84	03:47.37
24	Ross McKenzie	Corolla	EOD	HCCC	02:08.29	01:55.32	01:54.22	01:54.22	02:11.41	01:59.38	01:54.88	01:54.88	03:49.10
25	Neil Roots	Big Mac Combo	EOD	HCCC	02:01.03	01:54.23	01:51.23	01:51.23	02:11.70	02:04.79	01:59.02	01:59.02	03:50.25
5	Adrian Marsden	Mirage	EOD	HCCC	02:06.95	01:59.38	01:53.50	01:53.50	02:10.32	02:01.69	01:56.86	01:56.86	03:50.36
8	Stephen Samualu	Corolla	EOD	HCCC	02:26.16	02:19.10	01:52.64	01:52.64	02:24.60	02:02.73	01:57.79	01:57.79	03:50.43
16	Brian Craig	Corolla	EOD	HCCC	02:08.26	01:59.51	01:50.10	01:50.10	02:21.76	02:02.88	02:02.73	02:02.73	03:52.83
6	Nigel Somerfield	Pulsar	EOD	HCCC	02:17.03	02:10.48	01:54.86	01:54.86	02:31.64	02:12.67	01:58.60	01:58.60	03:53.46
26	Bayley Donald	Starlet	EOD	HCCC	02:12.76	02:07.28	01:52.20	01:52.20	02:26.70	02:26.93	02:01.95	02:01.95	03:54.15
12	Warwick Barratt	Primera	EOD	Nil	02:35.82	02:04.29	01:53.81	01:53.81	02:27.03	02:07.00	02:03.26	02:03.26	03:57.07
28	Jilly Hutson	Starlet	EOD	HCCC	02:21.86	01:57.73	02:12.45	01:57.73	02:15.05	02:16.04	01:59.82	01:59.82	03:57.55
13	Ren Schrivber	Primera	EOD	Nil	WW	02:02.89	01:55.00	01:55.00	02:32.54	02:18.02	02:10.26	02:10.26	04:05.26
30	Robert Lawrence	Integra	EOD	Nil	02:18.03	02:09.67	02:04.71	02:04.71	WW	02:15.38	02:03.51	02:03.51	04:08.22
29	Joshua Van Vliet	Integra	EOD	Nil	02:21.14	02:09.51	02:00.34	02:00.34	WW	WW	02:10.05	02:10.05	04:10.39

Wrong way on the course
has a 5 second per cone penalty included.
Big thanks go to the organising team and helpers on the day

Wife gets naked and asks hubby, 'What turns you on more, my pretty face or my sexy body?'

Hubby looks her up and down and replies, 'Your sense of humour!'

Many thanks to MotorsportCentral for this:

SEASON-ENDING DORSETS ROAD

Admiral Road - 30th November 2014



The Wairarapa Car Club held their end of season Gravel Hillclimb at Dorset Road Eketahuna on Sunday 30th November 2014. It was also the last event in the WMSA Gravel Sprint series with the champion to be determined from a number of drivers (depending upon circumstances.)

Thirty four entrants indicated an excellent turn-out on a day which remained fine (although there was the odd bit of rain at the top of the hill) but was plagued by gale-force winds. This made the day particularly unpleasant for the spectators and the marshals with a dust covering as part and parcel of the job!

Many of the entrants were familiar favourites but there were a few "outsiders" and non-regulars to keep them on their toes! Of the 34 entrants there were two drivers who were using the day as a test day and were excluded from the final results. Gareth McLachlan (Mitsubishi VR4) ran twice in each run and so having double the number of passes over the road as the other drivers he was excluded from the results. Daniel Hole was also double driving (a Datsun 1200 and a Mitsubishi EVO 3) and was also excluded from the results. It should be noted that Gareth McLachlan (who certainly looked the quickest on the road) recorded the fastest time of the day (2 minutes 2.8 seconds) would have easily won the event had he only had one pass per run.



I don't know whether some of the drivers had the "end of the year blues" but a lot of the performances were quite muted from previous events at which they has competed. You couldn't say that about Gareth McLachlan, Keith Stewart (Ford Escort), Norm Anthony (Toyota Starlet), Brendon Norling (Toyota Corolla), Greg Browne (Honda Integra), Peter Langdon (Corolla V8), Vaughn Majendie (Mitsubishi VR4), Phil Beale (Subaru WRX) or Rex Vizable (Subaru WRX) who all seemed to be giving it everything they had. Having said that it is ironic that in some cases their performance on the road didn't seemed

to tally with their final placings - but I guess that's motorsport, a near perfect run with one bad corner and you're a goner !!!!!

The event was divided into five classes 0-1300cc, 1301-1600cc, 1601-2000cc, 2001cc and over and all four wheel drives. As the hill is quite steep the advantage is with the four wheel drive/top HP cars with the 0-1300cc cars struggling a little to maintain momentum. However there was entertainment aplenty as the small cars battled it out. The pace was set by Stu Andrews in his beautifully presented Toyota Corolla Coupe with a Hayabusa engine but he was pushed the whole way by Adam Fisher (Toyota Starlet) who at one stage took the class lead. But Stu's final run was a beauty and his time of 2.20.7 was three seconds quicker than Adam could achieve. Dayle Brock (Holden Barina) - who has won this class quite consistently this year - was third.



The most popular class was the 1301-1600cc cars which was dominated by Toyota's; the outsiders were a Vauxhall Chevette (Toyota powered!!!), a Honda Integra and a Ford Escort Mk1. From the beginning Keith Stewart in the Escort looked really good but he had to play second fiddle to Greg Browne earlier on. In fact Greg held the lead into the final run until Keith popped a 2.17.6 to which Greg would reply with a 2.18.4. A great competition between these two drivers. It could have gone any way. Brendon Norling

took third in class in his Corolla with a time of 2.21.00 and chased hard all day.

And now to the class with the least number of entries. The 1601-2000cc cars had only two entrants - Chris Hayman (Mitsubishi Mirage) and Graham Heath (Nissan Pulsar). Chris held the lead all day only to be pipped at the post - Graham's final time of 2.14.4 was 1 second faster than Chris could achieve.



The 2001cc and over class started with Peter Langdon's Corolla being the fastest at practice but on Runs 1 and 2 it was Paul Kibble's Nissan Pulsar that took the lead. After battling all day the final run was going to be a thriller - and so it turned out! Both drivers registered a time of 2.18.3 and so, unbelievably, after doing their best all day it was a draw!! Chris Clarke (Nissan powered BMW) was third.



And finally to the "big car" class - four wheel drive /turbo's etc. The type of car made for just this type of topography. It is interesting to note that in each of the other classes

the driver leading all day was pipped at the post at the final results, and exactly the same thing happened in the four wheel drive class. Excluding Gareth McLachlan it was all on between Marty Smith in his great looking Rothmans Subaru Legacy and Phil Beale (Subaru WRX) who has been extremely successful in this category lately. It seemed pretty much Marty's day as he led with one run to go. Phil was chasing hard with both Vaughan Majendie and Rex Vizible further back. On the final run Marty was a bit slower than on his second run but he still had a bit of a time buffer over Phil so his first placing did not look unduly threatened. Phil Beale was comfortably second with Vaughan Majendie third. And then out of nowhere came a yellow WRX driven by Rex Vizible and going like a "bat out of hell". His final time was 2.07.1 which was 7 seconds faster than his previous times and enough to win the competition for his class and overall. Marty settled for second with a best time of 2.07.6 (so it was really close at the end) and third was Phil Beale. Vaughan was fourth after an excellent day. The top four 4WD drivers class placings were also their overall placings.

The first two wheel drive car was Graham Heath in his Pulsar - he was 6th overall.

And so the end of another motorsport year. Thanks to the Wairarapa Car Club for running the event and thanks to the marshals standing out there in the windy conditions.

All the best to our readers for Christmas and the New Year. Have a great time out there but take care. The world can be a dangerous place.

See you next year!!!

And if you would like to take the winning ride with Rex, take look at this:

<https://www.youtube.com/watch?v=tgmVnslLxKg>

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A thoughtful Scottish Husband was putting his coat and hat on to make his way down to the local pub, He turned to his wee wife before leaving and said, ' Maggie - put your hat and coat on,

lassie.' ' She replied, 'Awe Jock that's nice - are you taking me tae the pub with you?' 'Nay,' Jock replied 'I'm turning the heat off while I'm out.'

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Husband Down in Aisle 5

A husband and wife are shopping in their local supermarket. The husband picks up a carton of beer and puts it in their cart.

"What do you think you're doing?" asks the wife.

"They're on sale, only \$30 for 24" he replies.

"Put them back, we can't afford them" demands the wife, and they carry on shopping.

A few aisles farther on, the woman picks up a \$60 jar of face cream and puts it in the basket.

"What do you think you're doing?" asks the husband.

"It's my face cream. It makes me look beautiful," replies the wife.

Her husband retorts:

"So does 24 cans of beer and it's half the price."

That's him in Aisle 5.



HUTT VALLEY MOTORSPORT CLUB PORT ROAD STREET SPRINT

18-Jan-15

Car No	Driver	Vehicle	Class	Club	Run 1	Run 2	Run 3	Run 4	Fastest	Overall	Class A	Class B	Class C	Class D	Class E
43	Tim Sillay	Mallock	C	HVMC	86.34	85.80	83.59	84.42	83.59	1			1		
29	Daniel Picard	Mirage T	E	HVMC	88.90	88.53	86.06	86.97	86.06	2					1
2	Ben Young	WRX	E	HVMC	89.57	DNF	90.20	87.17	87.17	3					2
48	Matt Gaskin	Skyline	D	HVMC	88.67	89.45	88.31	89.75	88.31	4				1	
26	Tim Steeneken	MR2	D	HVMC	90.12	106.90	89.40	88.79	88.79	5				2	
32	Tim Gaskin	Escort	D	HVMC	92.85	90.92	90.90	89.36	89.36	6				3	
1	Jared Rush	Trueno	B	HVMC	91.08	89.50	90.37	89.90	89.50	7		1			
5	Nick Chong	Integra	C	HVMC	91.62	89.94	89.76	89.76	89.76	8			2		
21	Matt Rule	Civic	C	HVMC	93.10	90.94	90.72	89.84	89.84	9			3		
46	Barry Cutelli	Fraser	C	HVMC	91.09	89.96	91.27	90.25	89.96	10			4		
4	Alan Groves	Impreza	E	HCCC	94.45	90.16	DNF	93.68	90.16	11					3
11	Warren Tunley	Integra	C	HVMC	92.63	90.82	90.35	90.45	90.35	12			5		
9	Sam Duncan	WRX	E	HVMC	92.85	91.25	90.43	91.04	90.43	13					4
31	David Graham	Datsun 1200	B	HCCC	93.37	92.85	92.58	90.62	90.62	14		2			
18	Loren Brookes	Subaru WRX	E	HCCC	92.63	93.19	92.06	90.97	90.97	15					5
44	Cameron Ross	Nissan 350Z	D	HVMC	139.50	91.53	91.44	91.64	91.44	16				4	
36	Phil Derby	BMW 540	D	HVMC	93.15	91.62	92.89	94.68	91.62	17				5	
24	Alex Ebbeling	Integra	C	Levin	DNF	91.90	91.62	92.28	91.62	18			6		
6	Geoff Warren	Subaru WRX	E	HVMC	92.10	92.07	92.45	91.80	91.80	19					6
23	Webster Gough	Pulsar VZ-R	D	HCCC	DNF	95.18	92.46	91.81	91.81	20				6	
17	James Sillay	Imp	A	HVMC	94.96	93.01	91.95	DNF	91.95	21	1				
45	Aneel Hay	Fraser	C	HVMC	93.19	92.12	93.25	DNF	92.12	22			7		
37	Nigel Somerfield	Pulsar VZ-R	D	HCCC	94.57	94.79	93.21	92.39	92.39	23				7	
53	Andrew Thomas	Corolla	B	HVMC	96.22	92.94	92.39	92.78	92.39	23		3			
27	Adrian Marsden	200SX	D	HCCC	95.26	92.99	93.74	92.56	92.56	25				8	
33	Cam Garthwaite	Mirage	B	HCCC	93.58	94.54	93.80	92.74	92.74	26		4			
40	Craig O'Brien	Mirage	B	Manawat	95.78	93.64	DNF	92.89	92.89	27		5			
3	Andrew Thomson	Corolla	B	HCCC	93.03	DNF	DNF	DNF	93.03	28		6			
22	Neil Rush	Integra	C	HVMC	97.10	DNF	96.37	93.11	93.11	29			8		
51	Stephen Gray	Skyline	D	HVMC	97.86	94.49	94.50	93.83	93.83	30				9	
38	Dick Butters	Subaru WRX	E	HCCC	98.60	96.35	94.34	95.58	94.34	31					7
28	John Raptis	Corolla	B	Wellingt	94.54	DNF	DNF	DNF	94.54	32		7			
30	George Le Gros	Subaru WRX	E	Wellingt	97.49	94.74	97.25	98.12	94.74	33					8
41	Don McLean	Barina	A	Wellingt	97.54	95.98	94.79	DNF	94.79	34	2				
25	Keith McClure	Civic	C	HCCC	99.08	96.68	95.56	95.08	95.08	35			9		
8	Vivian Eden	Subaru WRX	E	HVMC	103.73	96.09	95.53	96.14	95.53	36					9
10	Shane Atkinson	Civic	C	HCCC	129.48	96.01	96.28	96.02	96.01	37			10		
39	Soren Webb	Mazda 323T	D	HVMC	98.16	96.19	98.29	DNF	96.19	38				10	
12	Glen Taylor	Skyline	D	HVMC	102.70	96.43	96.56	134.36	96.43	39				11	
16	Chelles Roberts	Mirage	B	HCCC	98.65	96.78	97.28	97.27	96.78	40		8			
20	Leon Cast	Corolla	B	HCCC	99.26	99.34	99.05	98.15	98.15	41		9			
42	Stephen Samuelu	Corolla	B	HCCC	100.09	100.01	100.31	98.75	98.75	42		10			
15	Stephen Heise	Falcon	D	HCCC	101.09	100.39	99.09	109.31	99.09	43				12	
50	Kerry Butters	Mirage	B	HVMC	102.75	100.79	100.31	101.48	100.31	44		11			
49	Nathan Spencer	Skyline	D	HVMC	106.19	105.56	103.52	100.43	100.43	45				13	
19	Kai Taylor	Legacy	E	HVMC	106.75	100.60	101.49	102.02	100.60	46					10
7	Cathy Reid	Mirage	B	HVMC	102.33	101.49	101.88	100.88	100.88	47		12			
14	Mark McIntyre	Nissan 180SX	D	HVMC	101.33	DNF	DNF	DNF	101.33	48				14	
34	Mike Reid	Mirage	B	HVMC	101.72	DNF	103.05	103.75	101.72	49		13			
13	Tony Paterson	Galant	E	HVMC	102.34	102.35	102.70	106.39	102.34	50					11
35	Sarah McIntyre	Nissan 180SX	D	HVMC	DNF	DNF	DNF	DNF	999.99	51				15	

Q: Where was the first drive-in restaurant?



A: Royce Hailey's Pig Stand opened in Dallas in 1921.

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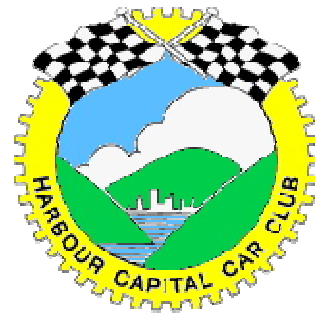


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Nathan at Port road



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