



# WHEELSPIN

July 2015

[www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

Adam & Jilly swimming their way to the finish at Canterbury

### Harbour Capital Car Club Clubnight

First Wednesday of the month: 1841 Disraeli Street Johnsonville

Committee Meeting 3<sup>rd</sup> Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

Note: — anyone is welcome to attend committee meetings.

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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.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# Clubnight

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**Wednesday the 1st July 2015 @7:30**



Bit of a shorter than usual article from me this month, because I've done NOTHING.

Yup, so after cramming in some sort of event almost every weekend for the past several months, the winter weather has put an abrupt handbrake on things.

We were supposed to run our first Sunday of the Month event in June as a Motorkhana, however torrential rain in the week leading up to the event meant that the paddock was decidedly underwater. So we had to cancel it. Luckily I guess, the cancellation was able to be announced several days in advance.

Talking of cancellations, Mangahao Dam (Levin Car Club, gravel) has also had to be cancelled. A double whammy of a section of road being wiped out on SH1, in an area where it would seem there are no other alternative work around roads, along with some water damage, and a landslide on the actual road we were wanting to run on.

About my only motoring adventures for the past month was a drive up to Tauranga and back for a family funeral. I decided to take the Commodore as it is more comfortable than the 86, and people had been telling me that the fuel economy in the Commodore would be a lot better on a highway trip (as it ambles along at 2,000rpm in fifth gear, with basically no throttle opening needed). It was a weekend of plenty of rain, and I think my best investment made, was in taking the time to put rain-x on the screen before I headed North.

Had a nice drive North with relatively empty roads (as I left early afternoon on a Friday), with a near clear run through the Desert Road. Although there were three Police cars in that section of road, so I had to stick absolutely religiously to the speed limit (which you can do on a Friday, not just on Sundays ....). Talking of speed, I discovered that the Commodore speedo is absolutely accurate according to the GPS, so if it says 100 on the speedo, then the GPS is in complete agreement. Possibly the only car I've had that is actually super accurate.

Driving South was pretty painless too, despite doing a non stop drive from Tauranga back to Wellington, starting at about half four or so in the afternoon. So I can definitely confirm that the Commodore is a comfortable car to do huge drives in.

However, the people who said that the petrol economy would improve a lot were definitely wrong! It

improved from very very bad, to merely very bad. I've just put in \$130 worth of petrol from the drive South. [wince]. If I was in my old 1500cc Sprinter from a couple of years ago, that same drive would have set me back about \$80.

So, anyone want to buy a Commodore? It is comfortable ...

I did meet one slow learner on the way South. Had a Focus or Fiesta (hey, it was dark, and they all look the same) pass me just North of Turangi and vanish rapidly. I then passed him in the Desert Road, where a member of the law enforcement community was giving him a prize for his fast driving efforts. He then passed me again just out of Waiouru. He was clearly very determined to get somewhere ...

With the lack of real motorsport to do, I've been exploring some viewing on YouTube. There are some really good channels on there if you have a look around.

There's a good UK rally and "cross country rallying" (somewhere between offroading, and rallying) footage on a channel called Special Stage. The cross country stuff is particularly interesting, as they run some seriously odd machinery that seems to vary from some mad little buggies, custom built 4wd vehicles that wouldn't look too out of place at the Dakar, through to stuff like Range Rovers.

It is on rough as guts roads, that you could probably pick your way through carefully in something like a Rav 4 at walking speed, but these guys are howling along at well over 100k. I'm surprised the cameras cope with it, much less the suspension on the cars.

Another good show, albeit a totally different type of one, is Road Kill. Where two car magazine guys just try to do an epic car mission or road trip or both using completely unsuitable machinery.

So they will do stuff like try to drive a crappy old ute to Alaska in winter (several times) having just thrown it together, not tuning it, and then try to ice race it once they're there. Or off-roading a lowrider car with hydraulic suspension ... there is some inspired lunacy there, and unlike Top Gear (or should I say, the late Top Gear?) it is all thoroughly unscripted, underproduced, chaotic, and is equally as likely to end in catastrophic failure as any sort of success.

However, looking forward to future events, depending on the weather gods, we've got some stuff happening in and around the area.

Our next Autocross in the paddock is aimed for the first Sunday in July. The one following is actually the first Saturday in August, where we aim to run a Day / Night event. So we'll run during the day, break for dinner and darkness. Then strap glow sticks to some cones, and have some more runs at night.

HVMC is starting their sealed Autocross events up again, and are going to align with our events schedule, aiming to run on the last Sunday of the month. So potential for a couple of events in a couple of weekends, mixing up between tarmac and grass.

For Rallyists, Tauranga is running a Clubman's Rally up at their Tect Park venue at the end of July. So you can get 70km of rallying for just under \$400.

Manawatu is running a backtrack "autocross" (really just think of it as being a single car sprint, but with some chicanes) on July 19th.

Anyway, that's it from me. So I'm just going to run around my living room making "vroom vroom" noises, because I'm hanging out for some racing!

See you somewhere that hopefully isn't underwater :)

**Leon**

**I used to be a banker, but then I lost interest.**

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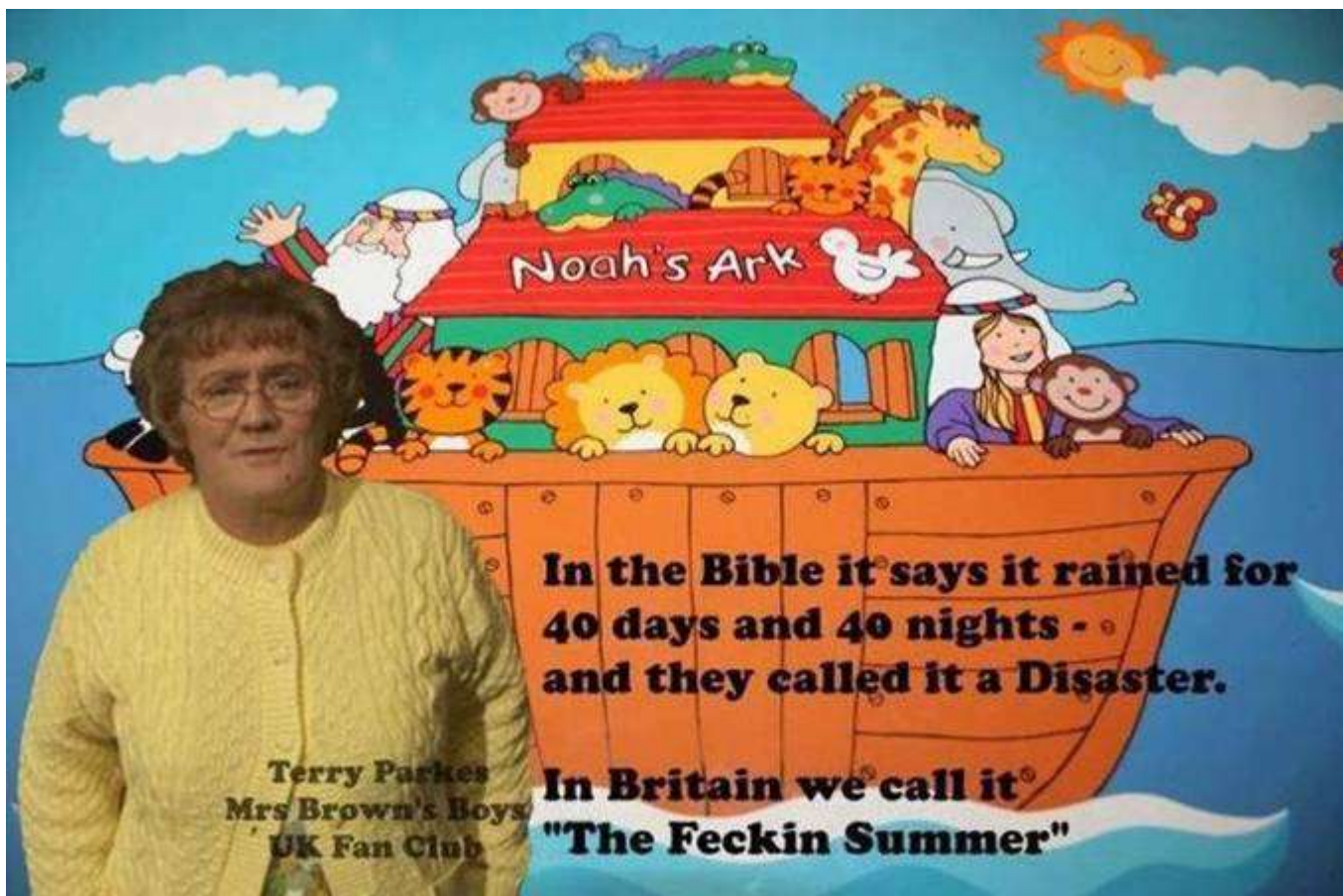
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0274390308**

I just don't understand my wife.  
She's always nagging me  
to **fix** things around the house.  
I replaced the broken door-latch on her car.





**Missed the Gym  
again Today**

**Thats 10 yrs  
in a row**



## Thanks to Nicki Grist for this:

It seemed as soon as we had finished Portugal we were back for the Rallye d'Italia, in Sardinia. I was very keen to see how they had improved on the rally, as last year there were complaints from both teams and crews on numerous issues, particularly as, this year, Tiziano Siviero, co-driver to Mike Biasion and took the WRC title with him in '88 and '89, who designed this year's stages.

Last year was a bit of a disaster - Firstly there was the late night start when the crews had to do a .8km stage in Cagliari, starting at 21.00 and resulting in many not getting to bed until well after midnight. But that was not all - there were some who got out to the stage only to find it cancelled due to the high spectator numbers - 30,000 more than predicted. Then there was the issue of the long road sections out to the two Saturday stages which led to the drivers spending six hours waiting to go into day-two controls due to the legal requirement of timing liaison sections at just 31mph. Then finally, many complained that there was far too much time spent not out on stage and just sat in the car waiting throughout the whole rally with some calling it the snooze rally!



So what did they do to improve the event this year?

Well, to start they kept the Cagliari stage for the Thursday, as was a great crowd puller, but the cars remained in the capital overnight so their was not the late night to bed scenario. This year they also expected and catered for greater crowds, getting it about right and so the stage did not have to be cancelled with Friday seeing stages in Cagliari and Alghero instead. Saturday was a long day, a very long day with 10 stages and 126 competitive miles and 14 hours of competitions, including a tyre change mid way through the morning. At the moment this was the longest stretch of competition miles of the whole season. Sunday then finished the rally with a further 4 stages and 35 competitive miles.

And so the to the rally - At first it looked as though Jari-Matti would continue his fight with Sebastien Ogier and with Thursday passing off uneventfully, Friday started with the first few stages being very closely contested and at the mid-point they were pretty much equal, but on SS9 Jari-Matti dropped 21.9secs when he damaged a rear left tyre on the VW polo. Jari-Matti admitted it was caused by driver error after he came into the chicane too fast resulting in them hitting the chicane itself and pushing the car into a bank, knocking the tyre off the rim. Despite winning the previous Grighine Sud stage this put Jari-Matti and Mikka Anttila 18.2secs behind Ogier and Julien Ingrassia who were in second behind a storming Hayden Paddon and John Kennard, who were leading the rally. All drivers were commenting on how slippery SS9 was, causing many to lose their rhythm and so, time and Hayden was no different.

This gave Ogier the stage win as he was one of the few who seemed to be able to find the groove and make time up. Dani Sordo retained fourth despite an anti-roll bar issue but Hayden Paddon's Hyundai team-mate Thierry Neuville was in trouble. The Belgian dropped 50sec limping through SS9 with no power. "I can drive slowly, but I'm not sure I can finish the day," he said. He remained sixth but Mads Østberg, who moved ahead of Martin Prokop, was just 3.0sec behind. Prokop was lucky to emerge from SS9, having hit a compression which threw his Ford Fiesta RS off the road and into a bush.

Friday was a day that I am sure the Brits would like to forget. First Kris Meeke and Paul Nagle went off 8.7km into the second run into Grighine Sud after missing a line on a tight right which tightened over a crest resulting in Kris missing the corner altogether. Then there was Elfyn and Dan who were looking to be running a very intelligent rally until a drive shaft problem early on in the day caused them to have to jig up a temporary fix on the roadside, and losing them 3 minutes in running time pushing them right down the field.

So onto Saturday's mammoth run which included Micky's Leap on SS14 Monte Lerno. I was delighted to see Hayden Paddon, driving absolutely fantastically and come in second on both the Coiluna 36.69km stage and the Monte Lerno,

at 42.22km. The retirement of Andreas Mikkelsen and Dani Sordo on Friday meant that Ogier was left to clean the roads and commented after Monte Lerno that the conditions were extremely slippery even for him. I was also on the edge of my seat watching Elfyn come back up the field through the morning having fixed the drive shaft issue overnight. Throughout the whole morning's 110kms Hayden and Ogier stayed neck and neck, with Hayden Paddon experiencing slightly better road conditions due to the running order, extending his lead to 8.8secs.



But the afternoon was not to go the New Zealander's way with a spin and then stalling his engine, losing him vital seconds, but Ogier ended up taking the lead on the penultimate stage of the day when Hayden then a hit a rock on the driving line and had to limp back to service where they were able to effect a temporary repair so he could go out for the final 42km stage of the day. Always a fighter Hayden lost 1m 45secs on the last stage with the repair only just holding together but managed to retain second over Mads Ostberg. Elfyn Evans had an even better day in his Ford Fiesta RS to hold fifth with Jari-Matti Latvala sixth in another Polo R after winning three stages. However, Jari-Matti dropped a further two minutes changing a tyre after knocking it off the rim in a heavy landing, and then five minutes after hitting a rock and breaking the suspension. Effectively from that moment onwards Jari-Matti was out of the contention.

The Sunday stages were uneventful and so in the end, and after a fierce fight with Hayden Paddon, Ogier eventually enjoyed a comfortable 3min 05.3sec victory in his Volkswagen Polo R over the New Zealander. It was still a fantastic result for Hayden to end in second overall, particular as he commented after the rally that the car was still badly damaged after the impact the previous day. Thierry Neuville taking third after Mads Ostberg succumbed on the Saturday.

"Hayden did a great job and deserves his podium," said Ogier. "I didn't expect this kind of result here. It was very difficult to open the road but the times got better and better. Everything was perfect all weekend, from the car to the weather forecasts."



With Hayden being the hero of the rally, a close second to the hero title must come Elfyn, who after dealing with such a major drop in time on the Friday, managed to pull out a superb rally to finish in 4th. He is consistently showing he has the ability to make it to the top, keeping a clear head, thinking every step through and yet able to dive with the skill of any of the circuit. It was fabulous to see him end so close to the podium. All we need now is for Kris Meeke and Elfyn Evans to have a really smooth and fast rally and we will again see them on the podium I am sure. I think it really is only a matter of time before Elfyn is on top spot - he has the car and talent!





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**I fixed the sagging kitchen cabinets.**



## Canterbury Rally 2015

Class A Starlet - Driver: Adam Fisher Co-driver: Jilly Hutson

Our latest trip south was over Queens birthday weekend to compete in the Canterbury Rally. We haven't done this rally before and it was based in the Ashley and Okuku forests just outside of Rangiora. This was round 3 of the NZ Rally Championship and as well it attracted a large field of local and not so local competitors. The stages on offer included 2 night stages on Saturday evening and then 8 stages on Sunday, 177kms of gravel roads including several trips down the iconic Ashley forest sprint road. The team had offered up a cheaper entry for the 1300 class which was too good to pass up so with only 2 weeks to go we put in our entry

A tad bit of scurrying round to get lights working and check over of the car, not to mention ferry bookings, accommodation etc and finding crew who could come at short notice. Big thanks to Brendon and Richard who did a great job getting things ready and then Richard and Braydon for making themselves available to crew

With the treat of snow I added more merino as it was definitely going to be needed down there, the slow cooker (as you do) and other extra winter woollies. The ferry ride wasn't too bad considering the high swells that had been hammering the straight and also had closed the road either side of Kaikoura in the preceding days. As luck would have it we had a good sailing and smooth trip down the coast, arriving into our Motel a little before 11pm Friday night. Saturday was a gentle start and a trip into Rangiora to pick up some new rally tires and Av gas that had been organised for us by the fabulous southern crew. Best of all there are 6 class A cars competing, 4 Starlets, 1 Barina and Brent Millers old DX Corolla being run by Jeff Judd. We haven't been in a group that size in our class in the North Island for many years.

Saturday afternoon we headed off south to the scrutineering venue which was south of Hornby and then a park up and wait time in the carpark at the back of the LoneStar in the centre of Christchurch. Plenty of time to wander around the cars and check out the fabulous range of classic cars out to play for the weekend. This included an immaculate Morris 1800 which has been 7 years in the build, as the owner said to me, cause it was different. ☺



Anyway we finally started over the ramp before then driving back up to Rangiora to a brief stop for refuelling (which we didn't need) and then on to the first stage over in the Ashley Forest. It was 14kms long and a nice technical challenge to start the rally with. Stage 2 was nearly 30kms long and started right off the end of Stage 1. (These two are to be joined as one stage for Sunday). This was another technical stage with big open bits that we couldn't see and lots of almost hairpin intersections but loads of fun. It would have been good to see this one on Sunday. At the finish of this stage the timing guy was able to tell us we were 1 min 15secs faster than Greg Murphy in this stage which is quite cool to hear. We discovered a bit later on that we were 7mins 23secs ahead of him after the first two stages, did hear that he slid into a ditch in stage 1 but we were ahead anyway.

Arrived back at service to lots of bustle as the NZRC crews had one hour before having to lock their cars in Parc Ferme overnight but the rest were able to head off whenever they were ready. Quite a few spectators

around and our boys had found a park just beside Greg's crew including a fan who parked right in the middle of it to get him to sign his rocker cover! Turns out we have a water issue.... or lack of it with a leaking gasket. This can be dealt with back at the motel so headed off after a bit of an inspection and chatting to spectators.

I had put the slow cooker on before we left in the morning so the motel room smelled amazing and was ready when we got back. The boys set to and sorted out the overheating with some replacement gaskets.

Sunday dawned with another -3 frost and lots of white stuff on the side of the roads heading back to Rangiora for the days start. Stages 3,4 and 5 were in the Okuku forest and had a few more challenges with a number of fords with and without water and stage 5 with a cautioned patch of ice/snow. They told us it was at 7.65km but neglected to advise it went for 300-400 metres. This was residual ice on the road that I don't think ever thaws! We went into the left hander a touch quick and instantly drifted towards the snow edged bank before deflecting back onto the road (with no damage thankfully) into the right hander that was looking like it would suck us into the ditch on the apex.... But again luckily gripped just enough to pull us out and back on line. Whew!! Anyway this was noted with big highlights as we were repeating this later in the day. Rest of the stage was uneventful as we then headed back to service.

Stage 6 was the combination of the two night stages to be run as one stage. We were looking forward to not only comparing the difference in time from darkness to daylight and also being able to actually see the road. Definitely quicker but at about 17kms in we were red flagged and sent to park up and await further instructions. Les Summerfield had gone off the road a bit further up and required help (which was on its way thanks to rallysafe) We did have a nice sunny spot to wait and luckily we didn't have to wait long and were all then shepherded back down a side road to Service by the local Starlet crews rather than having to wait for the road to clear.

The next 3 stages were the rerun of the morning's trio with the snow patch well in everyone's mind, definitely tiptoed through the ice the second time and we were quicker.... Go figure. ☺

The last stage was a 19 km sprint back in Ashley forest with the last part being the downhill section of the Ashley forest sprint. What a blast that was and a great way to finish. Cruise back to Rangiora and then the trek back to central Christchurch to finish over the ramp at Lone Star.

We finished 4<sup>th</sup> in Class A and 33<sup>rd</sup> overall from 41 finishing cars. A pretty good result and good to note that all of the 6 class A cars finished the whole rally. Sad to see that the Morris 1800 stopped in Stage 7 with front suspension issues but I am sure we will be seeing more of this to come.

Huge thanks to Richard and Braydon for helping us over the weekend and to the organising team at Canterbury who were really helpful with the Av Gas and tires. Roll on Rally Wairarapa. ☺

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## Only in Britain - Complaints to Councils

Extracts from letters written to local councils:

1. It's the dog's mess that I find hard to swallow.
2. I want some repairs done to my cooker as it has backfired and burnt my knob off.
3. I wish to complain that my father twisted his ankle very badly when he put his foot in the hole in his back passage.
4. Their 18 year old son is continually banging his balls against my fence.
5. I wish to report that tiles are missing from the outside toilet roof. I think it was bad wind the other day that blew them off.

Let's face it - English is a crazy language. There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple.

English muffins weren't invented in England or French fries in France.

Sweetmeats are candies while sweetbreads, which aren't sweet, are meat. We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS. - Why doesn't 'Buick' rhyme with 'quick' ?

You lovers of the English language might enjoy this.

There is a two-letter word that perhaps has more meanings than any other two-letter word, and that is 'UP.'

It's easy to understand UP, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake UP ?

At a meeting, why does a topic come UP?

Why do we speak UP and why are the officers UP for election and why is it UP to the secretary to writeUP a report?

We call UP our friends.

And we use it to brighten UP a room, polish UP the silver; we warm UPthe leftovers and clean UP the kitchen.

We lock UP the house and some guys fix UP the old car.

At other times the little word has real special meaning.

People stir UP trouble, line UP for tickets, work UP an appetite, and think UP excuses.

To be dressed is one thing, but to be dressed UP is special.

A drain must be opened UP because it is stopped UP. We open UP a store in the morning but we close it UP at night.

We seem to be pretty mixed UP about UP!

To be knowledgeable about the proper uses of UP look the word UP in the dictionary.

In a desk-sized dictionary, it takes UP almost 1/4th of the page and can add UP to about thirty definitions.

If you are UP to it, you might try building UP a list of the many ways UP is used.

It will take UP a lot of your time, but if you don't give UP, you may wind UP with a hundred or more.

When it threatens to rain, we say it is clouding UP.

When the sun comes out we say it is clearing UP.

When it rains, it wets the earth and often messes things UP.

When it doesn't rain for a while things dry UP.

One could go on and on, but I'll wrap it UP, for now my time is UP, so.....it is time to shut UP!

Now it's UP to you what you do with this information.

Dont be an UPstart and pass this on.

## Wellington Motorsport Association Calendar 2015 (a few non WMSA items added)

	21		Rally		Gisborne	NZRC
<b>July</b>	5		Races Winter Series Round 2 Autocross	Manawatu Harbour Capital	Manfeild Tauherenikau	KN
	8		Night Trial (Round 3)			NT
	12	PT	Circuit Sprint (The Surgery)		Manfeild	IM
<b>August</b>	1		Autocross (Day/Night)	Harbour Capital	Tauherenikau	KN
	2		Race Winter Series Round 3	Manawatu	Manfeild	
	9	GG	Circuit Sprint (The Surgery) Street Sprint		Manfeild Stratford	IM
	12		Night Trial (Round 4)			NT
	17		WMSA Meeting (AGM)		HVMC Clubrooms	
	22		Rally		Coromandel	NZRC
	29		Mini Pikes Peak sprint		Wanganui	
<b>September</b>	6		Race Winter Series Round 4 Motorkhana	Manawatu Harbour Capital	Manfeild Tauherenikau	ST
	9		Night Trial (Round 5)			NT
	13		Circuit Sprint (The Surgery)		Manfeild	IM
	20		Sealed Sprint	Wellington	Shelly Bay	DM/Sc
<b>October</b>	3		Rally		Wairarapa	NZRC
	10		Race - Bathurst			
	11		Race - Bathurst			
	18		Gravel Sprint	Wairarapa	Puketiro Road	GS
	25		Sealed Sprint	Hutt Valley	Port Road, Seaview	DM/Sc
<b>November</b>	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	
	22		Brunswick Rd sprint		Wanganui	
	29		Gravel Sprint	Wairarapa	Dorsets Road	GS
<b>Abbreviations</b>			<b>Club Contacts</b>		<b>Stewards</b>	
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					

A guy goes into the Adelaide Post Office to apply for a job.

The interviewer asks him, "Are you allergic to anything?"

He replies, "Yes, caffeine. I can't drink coffee."

"Ok, Have you ever been in the military service?"

"Yes," he says, "I was in Afghanistan for one tour."

The interviewer says, "That will give you five extra points toward employment."

Then he asks, "Are you disabled in any way?"

The guy says, "Yes. A bomb exploded near me and I lost both my testicles."

The interviewer grimaces and then says, "Disabled in your country's service! Well, that qualifies for extra bonus points. Okay. Looking at the regulations you have got enough points for me to hire you right now. Our normal hours are from 8:00 a.m. to 4:00 p.m. You can start tomorrow at 10:00 am, and plan on starting at 10:00 am every day."

The guy is puzzled and asks, "If the work hours are from 8:00 am to 4:00 PM, why don't you want me here until 10:00 am?"

"This is a government job," the interviewer says. "For the first two hours, we just stand around drinking coffee and scratching our balls.

No point in you coming in for that."

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Great Fun – Great Atmosphere

You've got to get to the

# 2015 Tauranga Clubmans Rally

26 July 2015

[www.mbop.org.nz](http://www.mbop.org.nz)



2015 Tauranga Clubmans Novice Rally

Convenient time frame – event to be completed by around 3.00pm

Sunday date – so no time off work!



Regs & Entry form are on the web

80km in 7 Stages

Minimal Touring

3 x 20min Service stops at Central Location

Service Crew viewing opportunities

Coffee Kart at Service Park

NOTE:

RallySafe in use this year

Entry Fees:

Normal	\$395
MBOP	\$370
Late (after 17 July)	\$495

For First Time Novices –

Assistance with RallySafe on a first come first served basis – see over

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**How does Moses make his tea? Hebrews it.**



Thanks to Nicki Grist for this:

### **Safety and British Rallying - Working Together**

With the recent tragedies on rallies, all levels of rallying have been put under the closest scrutiny by the government, local authorities, bodies such as the Forestry Commission and MOD, whose land we often use, as well as health and safety officials. Rally is also not seen in the best of lights by a large number of the general population, who only see it as harmful to the environment and dangerous, and so are keen to get rid of it as a sport.

So, as you can imagine, putting on a rally in a local community has to be done with diplomacy and utter efficiency. It takes a whole year of negotiations for any rally to hold an event, beginning with talking to the local people and authorities, about the stage routes, the road sections, the increase in traffic, and, of course safety.

Motorsport is dangerous - for us involved in the sport that it is part of its appeal. On the one hand rally spectating used to fit with our natural rebellious streak as a nation - being a part of something dangerous, and choosing for ourselves how close to that danger we go. But now we do not live in a world where it is acceptable to place ourselves in such danger as a spectator so we experience the thrills of rally. Also, it is not fair on the drivers and co-drivers who have enough to contend with navigating the stages, without having to also consider the potential of taking out a spectator.

Recently I have heard and read the comments - 'So why should this change now just because lives have been lost?' 'They' are trying to kill off rallying'.

### **So, let's put a little sense into this.**

Yes, the world of rallying has changed, but then the world has changed. Where once you drove around without any thought to seat belts, now it is illegal. We live in a world where every element of safety is investigated and scrutinised. It is the reality we live in. We now drive round with not just safety belts on but surrounded by air bags and crumple zones for absorbing crash force. The world of rallying is no different.



When I started out in rally, if people were killed or injured watching it was considered a tragedy, we were shocked but nothing was done and we moved on to the next rally. Crowds were normal on the side of the stage and no one thought much about it, unless you were driving towards them at full chat. But after so many tragedies it became clear something needed to be done, to avoid the loss of life and injury to those watching, and who have not considered where they are as a dangerous spot.

With the recent loss of lives and injuries to spectators another level of safety is being activated and now any injury or loss of life is a matter that someone is held accountable. And by accountable I mean the potential to be prosecuted and imprisoned! So, everyone involved in the organisation of a rally has to take every measure possible to ensure they have covered all elements of safety for a rally.



Now spectating a rally is an element of safety which is probably scrutinised the most closely. How can organisers put on an exciting event where rally fans can experience all the elements they love the most but without the potential for harm? No, organisers are not trying to kill off the sport they love, they are not strangling the freedom and essence of rallying for fans. They are trying to work within what the world has given them - the landowners who are becoming more and more concerned that no loss or injury occurs on their land and put strict measures in place in order to allow the rally to be held on their land, the local authorities who do not want a tragedy to occur in their area, the public, who would become very vocal if anyone was hurt, plus the potential to be imprisoned for endangerment to life or worse, manslaughter for not taking the appropriate steps to ensure safety is adhered to, and the rally organisers have one hell of a job to give spectators a fantastic experience.

So, when a marshal or official asks you to move, they are not being draconian, pushing their authority or being



bullies with officialdom gone to their heads, they are people with many, many years' experience of rallying trying to keep you safe. They are volunteers, giving up their own time to train and then come out on a rally in all conditions, so we can enjoy a rally. If they ask you to move respect their wishes, even if you think you were perfectly safe where you were. Let's work together to keep rallying alive and well and not just a TV viewing only sport. Photographers also are affected by the regulations. Unsafe locations will not be tolerated either. With modern cameras you do not need to be right up to the car.

After more than thirty years of rallying on the Ranges we have quite a considerable amount of experience as to where the danger spots are, so this year on the Nicky Grist Stages we will be cordoning off all areas where we know there is danger and we will also have signage around the stages to indicate where those areas are. The Spectator Programme will also have maps with all of these areas clearly marked. We will not be having ANY spectating in those areas.



We are lucky on the Nicky Grist Stages to have some great viewing points which allows you to spectate and offering you locations where you can see the car for great distances. Route 60 has always been a great vantage point and this year will be no exception.

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When he said he had 12 children, no one would rent a home to him because they knew that the children would destroy the home.

He could not say that he had no children, he could not lie, after all, lawyers cannot and do not lie.

So, he had an idea: he sent his wife for a walk to the cemetery with 11 children.

He took the remaining one with him to see homes with the Real Estate Agent.

He liked one of the homes and the agent asked: "How many children do you have?"

He answered: "12 children."

The agent asked "Where are the others?"

The lawyer answered, with a sad look, "They are in the cemetery with their mother."

And that's the way he was able to rent a home for his family without lying.

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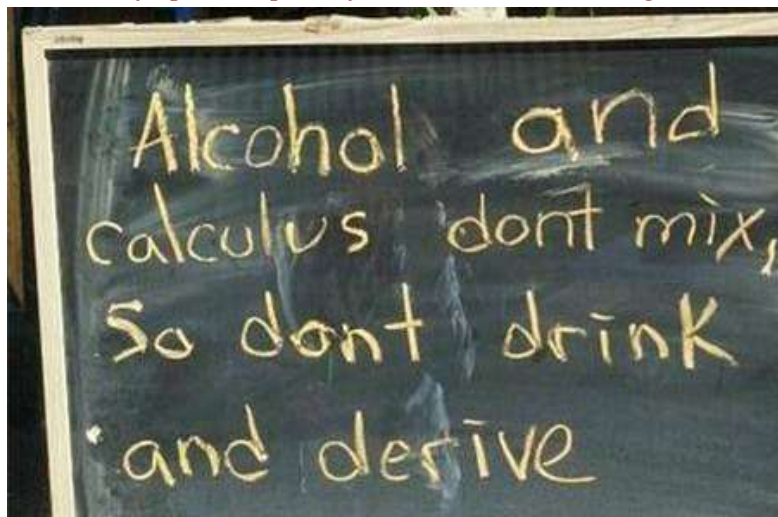
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*Q: Who opened the first drive-in gas station?*



*A: Gulf opened up the first station in Pittsburgh in 1913.*





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No piccies this month, please send me some!
