



WHEELSPIN

August 2016
www.hccc.org.nz

WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438	0276996 838	mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	233-8030		websterg@paradise.net.nz
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	462 8286	4jilly@clear.net.nz
COMMITTEE				
	John Tennent	475 9619		johntennent@xtra.co.nz
	Andrew Thomson	027 2605 830		
	Adam Fisher	027 4577 149		
	Cam Garthwaite	027 7266859		
WMSA Rep	Dave Wilce	233 9757	0275 339 757	
SOCIAL CONVENOR	Dave Wilce	233 9757	0275 339 757	
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 6, Macalister PI, Miramar
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	021 304253	
	Adam Fisher	027 4577149		

WEBSITE: www.hccc.org.nz

COVER PHOTO

Ross McKenzie at Tauranga clubman's rally

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.

CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Wednesday 3rd August 2016 @7:30



A moderately busy month has snuck past, with mixed surfaces, and mixed results.

First skid for the month was at the HVMC sealed autocross at Trentham, running the Altezza for the first time.

The weather was moderately bleak, and rain threatened most of the day. I was finding the Altezza a bit tough to get to grips with, and the clutch showed itself almost immediately as not being particularly up to the job at hand.

My only clean run of the day was practice, which is never a particularly good way to spend a day. First official timed run I got a little bit too enthusiastic on one of the hairpin barrels, and ended up doing a complete 180 facing back the way I came, rather than actually travelling around the barrel. I didn't end up having to back off the barrel luckily, but I lost a bit of time getting myself sorted out and facing the correct direction. Then on one of the other barrel turns in that same run, the clutch decided that it would just turn into smoke and noise, rather than provide forward movement. So I had to go into clutch preservation mode for the rest of the day.

Second timed run I got a little bit carried away, and had the option of looping (probably into a footpath), or keeping it pinned in second gear and attempting to put an Altezza sideways through a gap that would accommodate something the size of a Honda Civic sideways. I clobbered a cone with the back bumper, and sent it flying. Which gave me a five second penalty and a whole new set of marks on the back bumper. Luckily, the Altezza looks like a scruffy pile of rubbish at the best of times, so that wasn't the end of the world. Plus, that's cheaper than driving up a footpath sideways.

Third timed run, I had a good soothing talk to myself about the importance of getting in a clean tidy run, and that I needed to drive sensibly. So I got the car up into third gear as soon as I could (first is wheelspin, second is sideways, third is understeer), and then went and ran over a cone with the front corner of the car. *sigh* So I ended up somewhere towards the tail end of the field, with various times recording 5 second cone penalties.

At that stage, the Kim Naylor section of the event was done, and it went into the shootout elimination rounds. I concluded that if I had been driving this badly up to this point in the day, and had gotten away with nothing but paint damage, that I should pack up for the day. I changed the car back on to road tyres with some rain falling upon me, and then went up to watch more of the racing.

At about that time, an MX5 had a kerb incident, seriously and permanently adjusting the suspension, and earning himself a drive home on a trailer.

Shortly after the event re-started following the MX5 removal, there was an opening of the heavens, and conditions became extremely challenging. I was then very very happy that I had retired for the day, and changed onto road tyres with only gentle rain running down my neck! The drive home was basically a hovercraft mission, picking my way between bits of surface flooding.

My next drive on dry roads told me that the clutch was indeed now stuffed, and slipping under normal road use. Given that the car is a mix and match of Toyota bits, I was trying to run a 4.0 V8 on the same clutch and flywheel as the 2.0 injected four cylinder original car. Apparently that isn't a match made in heaven, so I could basically get the clutch from hell which might do the job for a while on the small 9" clutch to suit a 2.0 injected. I could try to get a 9.5" clutch (and flywheel) off the 2.0 turbo MR2 or Caldina, then put a fairly industrial clutch in it. Or get a custom flywheel, which would allow me to run a 10" clutch made of conventional material, and have a fairly normal driving experience. A lot of measuring up of available space later (thanks John Raptis!), and a custom flywheel was ordered from MP Autoparts, along with a modified Toyota Dyna (truck) clutch plate.

At about this stage, I changed hat from rear drive sealed event vehicle, to front drive gravel event vehicle, and took the Corolla up to compete at Levin Car Club's Wairongomai Road gravel sprint. Always a great bit of gravel, smoothly run, and this year running at a damper and less dusty time of the year.

The less dusty bit is important to note, as it means that you aren't driving blind into your own dust after the barrel turn at the end of the road.

Pretty decent field of entries, with the usual glut of 1301-1600cc cars making up the bulk of the entries. Couple of out of the usual vehicles, with the Kibble rear engine Pulsar turbo making a rare appearance, and Paul Taylor having his first go in the ex Kayne Barrie BMW. Now this isn't your normal rally car, it's a 550i BMW V12, running a manual gearbox. Apparently it's a well campaigned car, having done three years of rallying in the South Island. But it looks hilariously out of place.

Practice run was pretty interesting, with some bad moments of sun strike, and evil slippery surfaces underfoot on the far end of the course. So it was definitely sideways season first thing in the morning. Good wake up call for the brain, when the back is wandering around all over the place.

It dried out nicely by the time the official runs started, and the road was sweeping off well.

I was pretty determined not to repeat my bogey of last year, where (like the sealed autocross) my only clean run of the day was practice.

The day went really well for me, with gradually increasing braveness through the day on most of the corners. I had Graeme Swan shouting at me from the passenger side all day, which was excellent, as it meant that I kept up the speeds for the corners that I sometimes chicken out on. For whatever reason, if there's a corner that I think is probably a "7" (which in the Corolla basically means faster than the car will go), there is a good chance I will hesitate and lift. But if Graeme tells me that it's a "7", I will keep the hammer in it (well, as far as one can really put a hammer into a wee 1600 Corolla).

We had a few wiggles, but kept it on the grey stuff all day. Not specifically on all the same lines that I was intending to use on a couple of occasions, but at no point did it become driving onto the green stuff. I had one experiment on a left hander where you can either sit on the rev cut in second on the exit of the corner, or not be completely on cam in third gear at the start of the corner. I had a go at changing from second to ⁴third mid corner. The Corolla will immediately

oversteer as soon as you take your foot off the loud pedal. Other than in cases of extreme emergency, I shall not be attempting that again ... I think if I'd missed third gear, a failure of that gear change would have resulted in a rather rapid departure into the scenery. We kept it on the road, but it definitely moved "half a lane" towards the outside of the corner in a very short amount of time.

It was a pretty close battle between myself and Marty Bertelsen (4AGE Corolla KE70) all day, with Adam Fisher a second behind (running a 1500cc engine instead of his usual 1300cc).

For a change, I actually checked the times after the second official timed run to see if it was worth trying to find a little bit more time on the final timed run. I rarely look at times until after the event is over. It showed me that it looked like a very tight fight, so I kept up the attack in the final run.

It was pretty clean, with a little bit more sideways through one corner, but a slightly cleaner run on to the front straight. There was a mighty "bang bang" noise on the hairpin barrel, but I didn't back out of it, figuring if it was something important it would have broken, and if it wasn't important well there was no point in backing off ... I picked up something minor like 3/10ths of a second quicker on my final run. Turned out that was just enough, and I took out first in class by a ridiculously small margin of 8/100ths of a second. Definitely can't complain about there not being some close battles in Class B. Adam was about a second behind us, which is no mean feat for a Starlet still running the old K series engine.

Turned out that I'd knackered a CV on that last barrel turn, so it was a minor miracle that it held together that run. As it was, we had a nervous drive home, with the CV clonking on right hand turns, and a mysterious rear brake noise on left hand turns.

I also went out for a couple of runs in the silly seat with Paul in the BMW. Absolutely brilliant fun! It made all of the loud noises, almost none of which translated into forward movement, mostly into gravel flying out the back, and sideways. It's still a standard car inside, maintaining air con, the factor trip computer and everything. So we were sitting in the queue with the air con running, and observing that the car was returning a mighty 7.8 miles per gallon. It is an absolutely brilliant and completely daft car. Everyone should have a V12 rally car.

Brian Craig didn't have the best of days, as managed to turn his ankle and hit the deck while he was setting up his gear before the event. So between runs, Brian could be found sitting with his foot elevated.

Graham Heath was having a pretty reasonable day out, the car running wheel flares to cover the 205 tyres he is now trialling on the Pulsar. For his last run, he tried a mix of tyres, and from the in car camera, had a fairly hair-raising lose that almost resulted in a whole lot of fence and Pulsar repairs. Luckily Graham has had enough experience to sort it out before it turned expensive.

With that event out of the way (and the Corolla sitting at home feeling sorry for itself in the garage), it was time to change back into tarmac mode again. With the Corolla now sporting a knackered CV and an expired WOF, there was no way that was going to be ready for the Manawatu Car Club Manfeild "backtrack" autocross. So the pressure was on to get the Altezza back together again.

Since there's nothing like the last minute when it comes to racing, the Altezza went together on Saturday afternoon (racing Sunday!). To my huge relief, the new custom flywheel and clutch bits all fitted and worked together (I was absolutely convinced that Murphy and his law were going to step in). I took the car for a bit of a drive between the workshop and home, got the car home, changed onto the better tyres, and loaded up the car ready for the next morning.

Sunday morning was pretty nervous, with the Altezza sporting new clutch, and newly replaced discs on the front, and pads all around. That gave me a whole lot of untested things to worry about!

There was a good turnout of Wellington drivers. Tim Steeneken in the MR2, Al in the Albaru, Mike & Cathy in the Mirage, Hamish in the MGF, Daniel in the MX5, Neil, Kelly and Jake all driving Neil's FXGT, and Sarah Wood driving a rented MX5 race car. That was good to see, as I wasn't sure that there would be good numbers at the event, as it has gone this year from a motorkhana/autocross into just an autocross.

The course this year was a heap slower, with more chicanes than before, and some very tight ones too. Not exactly ideal Altezza conditions, as there is a fair amount of metal to try to change direction.

On my first run (on a damp track is my excuse) it turned out that there was somewhat less talent in my talent bucket than I was anticipating, so I got the car into a lovely tank slapper in second gear. As things appeared to be getting worse, rather than getting better, I decided that prudence was better than bravery, and that cowardice was even better than prudence, so I pushed the clutch pedal down, and waited for the correct bit of scenery to appear in the windscreen again, once it finished rotating past me. So that wasn't what you'd describe as an ideal start to the day.

Run two was better, as I didn't invent a series of extra corners that weren't actually marked on the course, and I was getting more to grips with the way the Altezza handles. Although I did let the smoke out of the brakes quite badly which resulted in rather faster than intended approach speeds into a couple of the chicanes. But the letting the smoke out of brakes is a natural part of the bedding in process, so I wasn't too surprised. At least it meant that I'd got the brakes hot enough. They were then fine for the rest of the day.

Run three was good, no major dramas, and went a bit faster.

The Altezza was getting some quite bad understeer in third on the track, so I've had some advice on toe settings in rear drive cars to try to tune some of that out. I'm used to extremely neutral or oversteering cars, so getting understeer is an unfamiliar and unwelcome sensation.

Unfortunately for me, the event was very late to start, and then stopped for a long lunch break. As I had to get back to Wellington for previous plans, I only got one run at the second course (which was the first course, but in the opposite direction). It was a heck of a challenge in reverse direction, as you had to try to learn new lines, and several of the chicanes were near to the exit of a corner, completely off the line. So you had to take very strange apexes, at a reduced speed, to line up the obstacles.

So unfortunately my first look at that reverse course was also my last look at the reverse course. I didn't make a complete hash out of it, or run over any cones, but there was a lot of time that I could have gained with another two goes. However that's the risk when you can't stay to the end of an event.

I ended up fourth overall, which I'm pretty happy about, considering the calibre of drivers and cars at the event. The car behaved itself pretty well, and I can use the damp track excuse for my spin ;-).

But my day was a walk in the park compared to the guys in the "WRCDAT", Datsun 1200 rotary. They put a wheel off the track at a chicane, dug in, and barrel rolled the car, ending up on its side. If that wasn't bad enough, the battery was ejected from the car completely, and due to the plates being bashed together in the battery, had a meltdown. Combine a sparking battery, with a car on its side leaking petrol, and you have a scenario where the fuel catches fire, and then keeps re-igniting. So the back end of that car is decidedly burnt now (in addition to the rollover damage).

So just remember, there is no such thing as a Clubsport fire. A fire is a fire. So put some serious thought into your safety gear, the size of your extinguisher, and the strength of your battery mounts. As well as of course, all the rest of the vehicle construction like seat

brackets, seats, belts. Remember, what is in the Motorsport NZ rulebook is a minimum, not a maximum. If you want to, and have the space, put in more or bigger extinguishers. Make the battery tie down twice as strong. Wear multi layer overalls at a Clubsport event.

Anyway, that's it from me for now.

Have fun, and look out for cones!

Leon

Manfeild Autocross points overall

No	Name	Surname	Car	Class	Best Time CW	Best Time ACW	Total Sec	Place
114	Russell	Byne	RX7	FI2WD+	135.03	137.52	272.55	1
26	Tim	Steeneken	MR2 V6 SC	FI2WD+	136.88	137.24	274.12	2
5	Alan	Groves	Impreza WRX	FI4WD	136.10	139.04	275.14	3
8	Leon	Cast	Altezza V8	FI2WD+	139.32	141.28	280.60	4
13	Craig	O'Brien	Mirage MIVECS	NAFWD	139.95	142.07	282.02	5
161	Neil	Tapp	Corolla	NAFWD	144.81	145.79	290.60	6
15	Gareith	Stanley	Impreza STI	FI4WD	144.09	146.93	291.02	7
9	Peter Weir	Weir	BMW 318iS	NARWD	148.23	145.82	294.05	8
16	Kobyn	McKay	Datsun Rotary	NARWD	145.99	148.89	294.88	9
14	Mike	Price	Lemonghini	NAFWD	147.47	148.29	295.76	10
191	Jacob	Bond	Corolla	NAFWD	149.80	146.01	295.81	11
20	Paul	Smith	Nissan V8	FI2WD+	148.45	148.48	296.93	12
2	Char	Anyan	Laurel Turbo	Rookie	198.21	104.08	302.29	13
12	Mike	Reid	Mirage 1.6	NAFWD	150.16	153.75	303.91	14
17	Daniel	Thompson	MX5 NB 1.8	NARWD	153.20	150.78	303.98	15
6	Simon	Monteith	Corona V8	FI2WD+	156.19	150.63	306.82	16
10	Glenys	Weir	BMW 318iS	NARWD	150.02	158.74	308.76	17
7	Hamish	McClurg	MGF	NARWD	155.34	153.91	309.25	18
11	Cathy	Reid	Mirage 1.6	NAFWD	154.79	158.88	313.67	19
141	Garry	Price	Lemonghini	NAFWD	159.88	157.85	317.73	20
18	Greg	Lynch	Celica	Rookie	166.00	163.95	329.95	21
88	Samantha	Stanley	Civic 1.6	NAFWD	162.59	168.09	330.68	22
19	David	Smith	Silvia	Rookie	172.07	162.94	335.01	23
101	Kelly	Gray	Corolla	NAFWD	160.85	190.26	351.11	24
105	Sarah	Ward	MX5 NA 1.6	NARWD	173.24	201.41	374.65	25
3	Tom	Rolton	Impreza WRX	FI4WD	148.14	240.00	388.14	26
21	Hamish	Longstaff	Commodore	FI2WD+	148.29	240.00	388.29	27
4	Shaun	McEwan	Skyline	Rookie	184.07	240.00	424.07	28
1	Paul	Humphrey	Holden R8 SW	Rookie	187.91	240.00	427.91	29
286	Brian	Kouvelis	BMW 325i	Rookie	209.00	240.00	449.00	30



Flying Fish Enterprises Ltd

6 Macalister Pl, Miramar, Wellington
 Len Fisher : -Phone 0274 390 308
 Adam Fisher Phone 0274 577 149
 Email elfish9@gmail.com

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

The bandage was wound around the wound.

Bill and Hillary

When Bill and Hillary first got married, Bill said: "I put a box under the bed. You must promise never to look in it."

And Hillary did so promise.

Through the entire 30 years of their marriage, Hillary had never looked. But, on the afternoon of their 30th anniversary, curiosity got the better of her.. She lifted the lid and peeked inside.

Inside the box were 3 empty beer cans and \$81,874.25 in cash.

She closed the box and put it back under the bed.

Now that she knew what was in the box, she was doubly curious as to why there was such a box, and with those contents.

That evening, they were out for a special anniversary dinner. After dinner, Hillary could no longer contain her curiosity and she confessed, saying, "I'm so sorry, Bill. For all these years, I kept my promise and never looked into the box under our bed. However, today the temptation was too much and I gave in. And now I need to know, why do you keep the 3 beer cans in the box?"

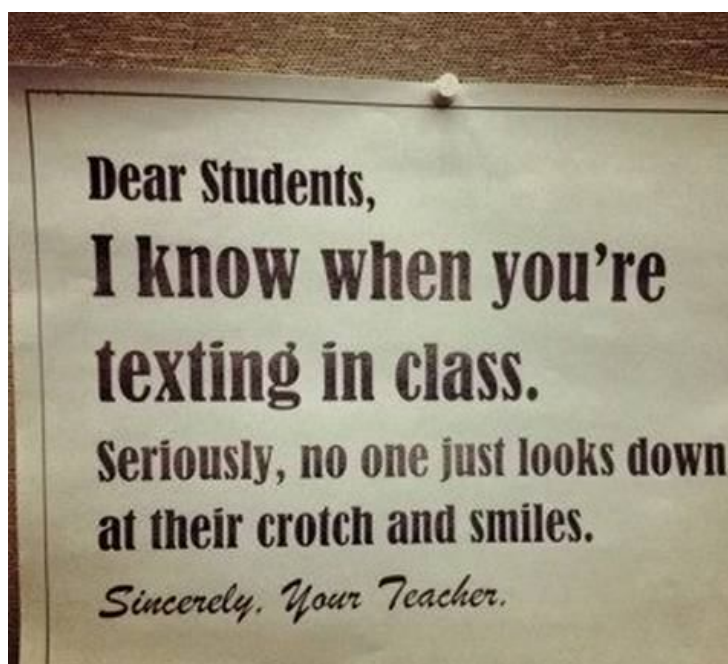
Bill thought for a while and said, "I guess after all these years you deserve to know the truth. Whenever I was unfaithful to you, I put an empty beer can in the box under the bed to remind myself not to do it again.

Hillary was shocked, but said, "Hmmm, Jennifer, Paula and Monica. I'm disappointed and saddened by your behaviour; however, since you are addicted to sex, I guess it does happen, and I guess 3 times is not that bad considering your problem."

Bill thanked her for being so understanding. They hugged and made their peace.

A little while later Hillary asked Bill, "So why do you have all that money in the box?"

Bill answered, "Well, whenever the box filled up with empty cans, I took them to the recycling centre."



Tauranga Clubmans Rally



Photo Graham Swann

I was lucky enough to get an entry in for Tauranga Clubmans rally again this year. Lucky because the entry filled within four days of entries opening, a success story for Motorsport Bay of Plenty. Given the incident earlier this year and deciding to not compete before heading overseas for a holiday it was my first event driving since Dorsets Road last year so I was feeling a little rusty heading into stage one.

This is a nice county road that starts tight but gradually opens to be fast and flowing at the end with Callum admitting to some nerves during the stage as it was his first time back in the car too. We were not fast but got through with one small moment involving copious wheel movement and throttle application that kept us out of the drain.

Stage two has been used previously and is a tight technical piece of road that always catches a few with this year being no exception. Light rain did not help the situation either. First was a WRX that had clouted a bank and they were busy changing a wheel 1km in, then a zetka with SOS signal out which caused concern and found the car in front of us had rolled on the road and hit a car already stuck there.

They were actually all ok so waved us on and I started to get some rhythm and was able to drive a bit harder with vague memories of where the road went. Passed another car stuck off the edge before the gravel ended and it was onto 8km of tarmac which did not go quite so well. I was not confident in how the tyres and handling would work on fast damp tarmac and there was a loud whining coming from the front left. Everything felt ok but it was distracting and a bit worrying so I was not surprised when the car behind caught us just as the road dropped into a really tight gorge. I was able to let him past and we pressed on only to find him stuck off the road two corners from the end.

Back at service we found the horrible noise was just the guard liner rubbing on the tyre so easy fix and on to stage three after a downpour.

This was a short blast in the forest around the Tect park and was very slippery which I am claiming as part of the reason for my overshoot at the spectator point and my generally messy driving. This also claimed another car clipping a marker tyre which put him straight into a tree, most unfortunate for the young guy. Stage four was back into the forest and started on a long straight, heading into the first corner I went down a gear – funny noises and no drive so just like that our rally was over. I have since found it has only lost 1st and 2nd but my engine is too peaky to manage driving in 3rd without destroying the clutch as well so parking up was our only option.

Another half dozen cars later the stage was stopped for an incident where Brynley Smith hit a

bank in his Evo 9 hard enough to hurt his back and was taken to hospital. Being towed through this stage it was very rough in places although he was the only one to crash in the worst area it did claim a couple of others further on.

Matt Summerfield took the win in the Raliart Mirage 4WD from Phil Campbell and veteran Wayne Pittams coming in third. Overall not a successful day for us but still got out to do some skids and the repair bill will not be as big as a lot of others from the weekend.

Ross McKenzie

Signs only seen in Australia:

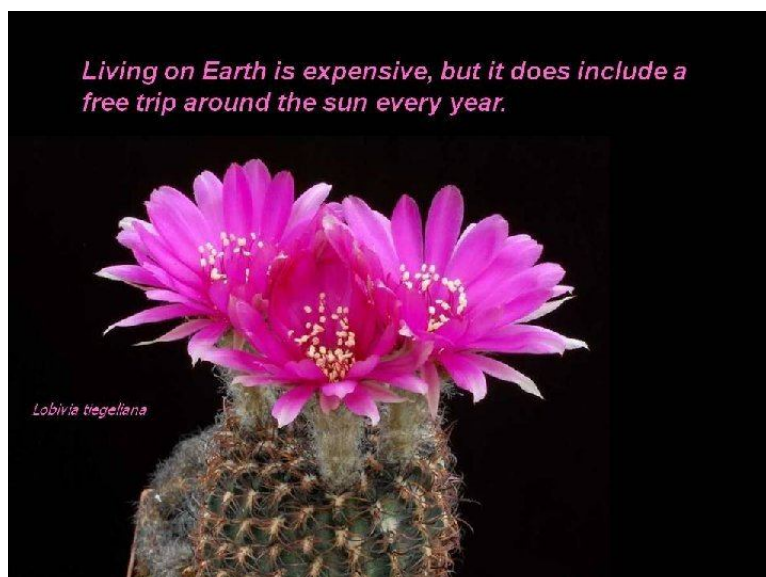


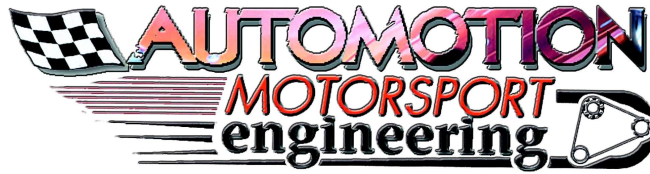
The farm was used to produce produce.

Wellington Motorsport Association Calendar 2016

As at : 16th June 2016

		Autocross (sealed)	Hutt Valley	Trentham	IM
August	6	Test Day (Winter Series)	Manawatu	Manfeild	
	7	WG/AD Race (Winter Series) Rally (Tarmac)	Manawatu Taupo	Manfeild Taupo	
	14	Gravel Hillclimb The Surgery Sprint Street Sprint	Wanganui South Taranaki	Tokomaru West Road (5km) Manfeild Stratford	IM
	20	Rally		Coromandel	
	21	Rally Autocross Autocross	Manawatu Wanganui	Coromandel Manfeild (back track) Loaders Quarry, Maxwell	
	22	WMSA AGM / Quarterly Meeting		HVMC Clubrooms	
	27	Tarmac Sprint	Hawkes Bay	Moteo Pa	
	28	Tarmac Sprint Autocross (sealed)	Hawkes Bay Hutt Valley	Glengarry Road Trentham	KN
September	3	Test Day (Winter Series)	Manawatu	Manfeild	
	4	MC/AD Race (Winter Series)	Manawatu	Manfeild	
	10	Rallysprint (Round 1)	Hawkes Bay	Mokamoka Rd, Hawkes Bay	
	11	The Surgery Sprint		Manfeild	IM
	18	Track Day series (round 3) ¼ Mile Sprint (Round 2) Autocross	Manawatu Hawkes Bay Wanganui	Manfeild Otene Road Loaders Quarry, Maxwell	
	25	Autocross (sealed)	Hutt Valley	Trentham	KN
October	2	Sealed Sprint	Wellington	Shelly Bay	DM/Sc
	16	Rallysprint (Round 2)	Hawkes Bay	Tangoio Road	
	21	Public test day (cars and bikes)	Manawatu	Manfeild	
	22	Race	IRC	Manfeild	
	23	Race Sealed Sprint Blossom Trial	IRC Hutt Valley Hawkes Bay	Manfeild Port Road Hawkes Bay	DM/Sc
Labour Day	24				
	30	Gravel Sprint	Levin	Mangahao Dam	GS
November	5	Multi event weekend & Track day	Manawatu	Manfeild	
	6	Multi Event weekend Sealed Sprint	Manawatu Wairarapa	Manfeild etc Admiral Road	DM/Sc
	12	Sealed Sprint Race – MG Classic	Dannevirke MG	Blairgowrie Road Manfeild	
	13	Race – MG Classic	MG	Manfeild	
	20	¼ Mile Sprint (round 3)	Hawkes Bay	Otene Road	
	21	WMSA Meeting		HVMC Clubrooms	
	26	Speed Weekend– Sealed Hillclimb	Wanganui	? (2km)	
	27	Speed Weekend– Sealed Hillclimb Gravel Sprint The Surgery Sprint	Wanganui Wairarapa	? (3.7km) Dorsets Road Manfeild	GS IM
	27 Nov	Silver Fern Rally			





Corner of Hokio & Hamaria Roads, Levin

AUTOMOTION MOTORSPORT...

STILL THE BEST ROLLCAGES AT THE BEST PRICES,
GRASS ROOTS TO TIER-1

PRICES START FROM \$1500*

*Conditions Apply – please enquire



All Motorsport Engineering – your ideas turned into reality

Phone: (06) 368-6684
Mobile: (027) 5302614
AUTOMOTION-MOTORSPORT@xtra.co.nz

Ken Douglas
P.O. Box 216
Levin 5540

Taranaki Tarmac Rally 2016

A chance meeting with my friend Mike Torr from Tauranga after the MSNZ conference this year led to a last minute idea to do Taranaki Rally sitting in the navigator's seat of his Impreza. I did run zero car with him for Tauranga in 2013 but our last competitive rally together was Northland in 1989 so things have moved on since then. The car does not run a restrictor so for tarmac we were limited to 200km/h which suited me fine anyway, too old for crazy stuff, and I had to learn how to read the supplied notes which I have never done in a rally before.

It was a very quiet build up for me with not helping on the car and just rocking up to New Plymouth not even having to tow it there. I was feeling a little nervous on Saturday morning when the drizzle started on my first tarmac rally but Mike has done some endurance racing and knows how to drive the black stuff so I concentrated on my job.

Stage one started in flowing farmland but quickly climbed into a narrow twisty bush lined track with moss on the road and narrow armco sided bridges in tight corners. Was going well until half way through when it blew a boost hose off and cost us over 30 seconds and I was getting the hang of reading notes in a really busy stage in a close to 300kw 4wd car. By the end I was sweating as much as the driver but we were through unlike half a dozen others, interestingly this stage was the only one with retirements from crashing. Boost hose repaired we set off into stage two which was another very tight and twisty bush track which includes a carpark and judder bars before another fast flowing finish.

Apart from me getting lost in the notes for a minute we had no real problems which meant we were catching the car in front. He spun in an intersection so then we were right on his tail but the very fast and narrow road meant he could not safely let us past so we tucked up behind him and

earned lots of stone chips and a cracked headlight. An interesting experience following a car closely at high speed over crests and near flat corners! This stage did claim Richard Mason with a blown engine causing a fire which took several extinguishers from following cars to put out.

Stage three, a repeat of one went well 50 seconds faster with boost all the way, noting the number of zetkas littering the road and looking for the oil spills we had been warned of. Stage four was a repeat of two and in the tight section the engine started overheating dropping it into safe mode and costing large amounts of power, but once the road opened up again it cooled and Mike could attack again so we caught the car ahead once more. This time we caught him much closer to the end and the finish line was on a long straight and just as he crossed the line he braked hard which meant we were crossed up behind him trying hard not to end up in his boot as our times were exactly one minute apart to the tenth of a second.

Another quiet service then onto the much more open afternoon stages and as a bonus the weather had fined up to a sunny day. These were through flowing rural roads with lots of long straights and gnarly crests which had you flying over kinks and in mid corner. They also had virtual chicanes where you had to drop your speed to under 50 km/h at some point between two markers and it is all recorded by rallysafe. Local John Rae managed to not do this in all five in here costing 30 seconds penalty each time, I have to admit when you enter at close to 200, 50 feels like you're parked. This stage also had a crest with 100 metres to a six left which sounds easy but the crest dropped into a cutting and the corner looked tighter than it was. Someone had left a spectacular set of skid marks and everyone remembered the corner at the end of the day because brakes don't work in the air.

Stage seven was very nearly the end of our rally. After a series of fast 7 and 8 graded corners and a long straight I called a 7 right, unfortunately it was a 5 heading downhill to a 4 left so we left the tarmac at scary speed. But luckily the berm was nice and wide and somehow Mike found enough traction on the grass to regain the road before it turned out bad. The car behind us went off on the same corner and took out eight fence posts before recovering minus rear bumper and boot lid. Another km or so down the road we lost boost again with loud huffing noises from under the bonnet and another stage time was ruined. We were unable to repair the problem at service so decided to just drive it as it was for the last two stages which were repeats of the previous two, with 5 pounds of boost. It was not fast getting out of corners any more but we pressed on and achieved a finish of 13th on what was a challenging event.

Although as a final twist being an unrestricted 4WD turbo we were limited to 200kph and rallysafe clocked us at 226kph in stage 4, presumably near the end in the fast stuff. It did have a speed limiter fitted but somehow at that point it didn't work and cost us a 30 second penalty, such is life.

A very good feeling to finally achieve a good result at Taranaki after many events servicing and never finishing!

Ross McKenzie

Road Signs only seen in Austarlia:



FOR SALE

HANS DEVICE



Schroth Hans Device – Little Used

Medium Size In Excellent Condition With Carry Bag.

\$400 O.N.O

Contact Len Fisher 0274 390 308



JAMEX race seats (2)

A little bit sun faded but in good physical condition.

Base mounted

Contact Adam Fisher on 0274577149

\$80 the pair.

NEILS WHEELS

ROAD, RACE AND RALLY TYRES

KUMHO TYRES

FIRESTONE TYRES

RETREADS

SHERPA RETREADS IN STOCK

2nd HAND RALLY TYRES FROM \$25

Fitting & Balancing Service available

Discount for Club Members

Ph Neil 027 248 3979 (bus.) 04 526 7510 (hm)

*Birthdays are good for you; the more you have,
the longer you live.*



Rebutia poecilantha

A MESSAGE FROM THE QUEEN

To the citizens of the United States of America from Her Sovereign Majesty Queen Elizabeth II.

In light of your failure to nominate competent candidates for President of the USA and thus to govern yourselves, we hereby give notice of the revocation of your independence, effective immediately.

Her Sovereign Majesty Queen Elizabeth II will resume monarchical duties over all states, commonwealths, and territories (except North Dakota, which she does not fancy). Your new Prime Minister, David Cameron, will appoint a Governor for America without the need for further elections. Congress and the Senate will be disbanded. A questionnaire may be circulated next year to determine whether any of you noticed.

To aid in the transition to a British Crown dependency, the following rules are introduced with immediate effect:

1. The letter 'U' will be reinstated in words such as 'colour,' 'favour,' 'labour' and 'neighbour.' Likewise, you will learn to spell 'doughnut' without skipping half the letters, and the suffix '-ize' will be replaced by the suffix '-ise.' Generally, you will be expected to raise your vocabulary to acceptable levels. (look up 'vocabulary').
2. Using the same twenty-seven words interspersed with filler noises such as "like" and 'you know' is an unacceptable and inefficient form of communication. There is no such thing as U.S. English. We will let Microsoft know on your behalf. The Microsoft spell-checker will be adjusted to take into account the reinstated letter 'u' and the elimination of '-ize.'
3. July 4th will no longer be celebrated as a holiday.
4. You will learn to resolve personal issues without using guns, lawyers, or therapists. The fact that you need so many lawyers and therapists shows that you're not quite ready to be independent. Guns should only be used for shooting grouse. If you can't sort things out without suing someone or speaking to a therapist, then you're not ready to shoot grouse.
5. Therefore, you will no longer be allowed to own or carry anything more dangerous than a vegetable peeler. Although a permit will be required if you wish to carry a vegetable peeler in public.
6. All intersections will be replaced with roundabouts, and you will start driving on the left side with immediate effect. At the same time, you will go metric with immediate effect and without the benefit of conversion tables. Both roundabouts and metrication will help you understand the British sense of humour.
7. The former USA will adopt UK prices on petrol (which you have been calling gasoline) of roughly \$10/US gallon. Get used to it.
8. You will learn to make real chips. Those things you call French fries are not real chips, and those things you insist on calling potato chips are properly called crisps. Real chips are thick cut, fried in animal fat, and dressed not with catsup but with vinegar.
9. The cold, tasteless stuff you insist on calling beer is not actually beer at all. Henceforth, only proper British Bitter will be referred to as beer, and European brews of known and accepted provenance will be referred to as Lager. South African beer is also acceptable, as they are pound for pound the greatest sporting nation on earth and it can only be due to the beer. They are also part of the British Commonwealth - see what it

did for them. American brands will be referred to as Near-Frozen Gnat's Urine, so that all can be sold without risk of further confusion.

10. Hollywood will be required occasionally to cast English actors as good guys. Hollywood will also be required to cast English actors to play English characters. Watching Andie Macdowell attempt English dialect in Four Weddings and a Funeral was an experience akin to having one's ears removed with a cheese grater.

11. You will cease playing American football. There is only one kind of proper football; you call it soccer. Those of you brave enough will, in time, be allowed to play rugby (which has some similarities to American football, but does not involve stopping for a rest every twenty seconds or wearing full kevlar body armour like a bunch of nancies).

12. Further, you will stop playing baseball. It is not reasonable to host an event called the World Series for a game which is not played outside of America. Since only 2.1% of you are aware there is a world beyond your borders, your error is understandable. You will learn cricket, and we will let you face the South Africans first to take the sting out of their deliveries.

13. You must tell us who killed JFK. It's been driving us mad.

14. An internal revenue agent (i.e. tax collector) from Her Majesty's Government will be with you shortly to ensure the acquisition of all monies due (backdated to 1776).

15. Daily Tea Time begins promptly at 4 p.m. with proper cups, with saucers, and never mugs, with high quality biscuits (cookies) and cakes; plus strawberries (with cream) when in season.

God Save the Queen!

Signs only seen in Austarlia:



EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax. Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm at this level).

After you feel confident at that level, put a potato in each bag

2016 Tauranga Novice Clubman's rally



After coming out of hibernation in 2015 to co-drive for Leon at Rally Wairarapa, I was keen to do another rally, unfortunately there are no gravel rallies in the lower North Island in 2016, and with Gisborne costing \$950 to enter the 2wd class, it was looking like another year on the side line for yours truly. But cometh the hour, cometh the man, and up steps my old mate Marty Bertlesin.

I've known Marty for almost 20 years and co-driven for him in his trusty DX Corolla on a couple of occasions, and usually with good results too, except for 2004 Rally Wairarapa when we almost washed the nose of the car in a stream.

Marty's Corolla was originally built by Dennis Lukies before being sold to the Brader Family. This car features a stock 16 valve 4AGE engine, Ford Sierra gearbox (better ratios than a Toyota box) and a Hilux diff. It's not the fastest or most powerful car in the field but a good all-round package and when coupled with a driver like Marty it tends to punch above its weight. Preparation for the rally included a new clutch, gearbox and diff overhaul, an oil change, a general once over with the spanners and a fresh set of rubber. Marty had entered two gravel sprints in the build up to the rally, Gladstone Rd where he came away with a 2nd in class and 8th O/A, and Waiorongomai Rd where he was 2nd in class to Leon by 0.08 of a second and 11th O/A.

As for the Rally, as it is a clubman's rally the total stage distance can't be over 80km and safety notes and reconnaissance are prohibited, all in the name of keeping costs down. It's really designed as an introductory into rallying and this being Marty's first rally in 6 years it was a good way to ease back into the seat.

The rally itself is based just south of Tauranga in the upper Pyes Pa area and uses a mix of forest and public roads around Mamaku with a stage in the TECT All Terrain Park. With the entry limited to 50 starters there was even a reserve list. We were a little disappointed to be seeded 46th out of the 50 starters but our aim was just to finish the rally and have some fun.

Stage 1 Taumata 8.04km - A great start to the rally, a public road with a bit of everything, tight & twisty at the start then opening out to a fast flowing road. No real issues for us except for a bit of a spongy brake pedal as the new rear brake pads settled in.

Stage 2 Mangatōi 1 19.6km – Another public road, this time the first 11km was tight and

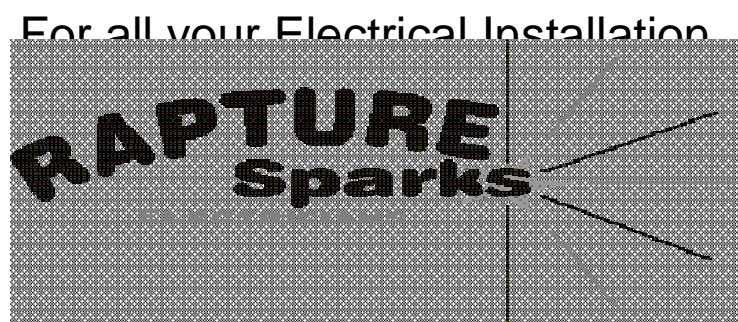
technical before it opens out and the last 9km are tarmac. We were delayed starting the stage by 10 minutes due to a resident having a medical emergency and needing to be escorted out of the stage. This meant the other locals thought that the road was open so the cars in front of us passed on vehicle and meet another traveling towards them. Lucky for us they were both parked on the side of the road when we went by. There were a lot of cars off in this stage, with several going off in pairs!
Back at service it as a case of topping up the fuel and changing to a set of taller rear tyres for the faster stages.

Stage 3 TMMI 1 3.84km – A quick blast around the TECT All Terrain Park roads, very slippery and some large tyres placed on the inside of the corners to watch out for. A Ford Fiesta meet its demise after it got caught out in some ruts and bounced head on into a tree.
Stage 4 Kaharoa 20.82km – This was the stag we were looking forward to the most, but it wasn't to be. As we were waiting in to start the stage in the control zone the stage was cancelled due to a serious accident that required medical assistance. We were turned around and sent back to service as the stage was deemed impassable.
Stage 5 TMMI 1 3.84km - With the previous stage cancelled we start this stage out of order as the organisers were trying to keep the rally on time, this would continue for the remaining two stages.

Stage 6 Mangatoi 2 10.82km – This was the first 10km of Stage 2 and the car hooked up fantastically off the start line, Marty got into a good rhythm and we were flying. We caught and passed the car in front after 9km which was very satisfying.
Stage 7 Puwhenua 10.85km – As the rally was running about 10 minutes behind schedule we were waved into control as we arrived and once again started out of order. Once again the car was feeling fantastic and Marty drove it like he stole it. This time we caught the car in front after 5km! Our only moment in the rally came on the last corner. A Blind crest followed by an off camber tightening right, very slippery and deceptive. We dropped the left rear into the ditch, but Marty gave it the jangle and we kept it on the road!

A fantastic Rally on wonderful roads, with some great mates. We ended up 19th overall and 6th in class B. 15th to 19th places were covered by just 6.3 seconds!

Graham Swann



Residential, Commercial & Industrial

Ph Neil 027 248 3979 (bus.) Or 04 526 7510 (home)

Special: Cable Ties 200mm long (red only) \$2.75 incl GST for 50 or \$5.00 for 100. Great for tidying up your wiring loom

I know a guy who's addicted to brake fluid, but he says he can stop any time.



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

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

Make & Model or car / s

--

How did you find out about us

--

My interests are in – (Mark relevant areas)

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

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

Trials	Motorkhanas	Speed	Rallies
--------	-------------	-------	---------

Annual Subscription: Make cheques payable to: Harbour Capital Car Club

Normal Member: \$ 45.00 p.a.
 Family: \$ 55.00 p.a. for a couple plus \$10 for each additional family member
 Student: \$ 35.00 p.a.

Amount enclosed: \$_____

Or Direct Credit into the Bank Account (Please put your name in the reference)
 BNZ 02 0500 0351392-02 - Harbour Capital Car Club

www.hccc.org.nz

Graham's Tauranga Rally Fotos, and Len's from Wairongomai Rd



William Watson, Subaru Impreza - DNF Overheating



Michelle Brunt Toyota Starlet, 24th O/A and first lady home



BMW Ti of Paul Rogers, 34th O/A



Mini Cooper S of David Short and national rally champion David Holder – Finished 23rd

