



WHEELSPIN

December 2016

www.hccc.org.nz

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COVER PHOTO

Brendan & Stacey enjoying Mangahao Dam sprint

Harbour Capital Car Club Clubnight

Committee is third TUESDAY : 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)

Tuesday 7th December 2016 @7:30



"Yes sir, this baby's turbo charged, fuel injected and has CD and DVD! Forget 'reindeer power' Mr Claus... and say hello to Horse Power!"

A VERY Merry Christmas to you all

AGM & CLUB NIGHT

1841 Pub (Upstairs)

1 Disraeli St, Johnsonville (next to the BP)

Tuesday 1st February 2017 @7:30



Just a couple of events for me in the previous month, one gravel, and one (wet) tarmac.

The ever challenging Mangahao Dam, run by Levin Car Club turned out to be a very popular event this year, with entries getting on towards 30 cars, which is pleasing to see.

It is one hell of a hill when you're in a little Corolla, and I spend a lot of my time wishing that I had a gear nicely placed in between first and second. First results in a lot of loud noise, gravel being thrown about the place, and not a lot in the way of a change in velocity. Whilst second is a bit of a crawl through the revs, even with the occasional judicious clutch kick.

The road this year was a little bit more bouncy, with one corner really needing the note "two right, and then pogo". Still, it is a good test to ensure that all the bolts on the car are done up tight ...

If the hill wasn't enough, this year the weather decided to get involved too. It went from dry to torrential, and then later on went from uncomfortably warm, almost directly into hail while we were parked up at the top of the hill. We're not just talking the occasional waft of ice either, it was fair chucking it down.

From what I could see, there didn't seem to be much in the way of crashing happening, but there was definitely a contingent of mechanical DNF's during the day. Kim Lace's Evo came to a halt on the hill having pulled a suspension arm out, Bryce in the Primera blew yet another gearbox (he must have replaced at least six gearboxes in the last two years), the mostly carbon fibre MR2 had issues and had to withdraw both of its drivers without completing a run, and I'm not sure what happened to Norm Anthony in the Starlet. Jeremy Aimers brought the Starlet back after a long hiatus, and then had a very narrow escape after a fairly long drive down a bank. Though once rescued, he was able to drive the car back to the pits again, and it appears to have only suffered flesh wounds.

Brendon Glendinning was the first HCCC car, bringing the Subaru home 5th overall, and 5th in class.

Graham Heath was 9th overall, and second in class in the ever faithful Pulsar (though now having gone back to narrower rubber, after an unsuccessful venture into running 205 tyres to get the power down).

I came absolutely nowhere, but any day driving on gravel is still better than being at home mowing the lawns! Plus of course driving to and from the event, with no new suspicious noises is always good too.

My next event I busted out the 86 for, at what turned out to be a bit of a moist Manfeild day.

It was parts two and three of their multi event weekend (sadly I just couldn't justify an entire weekend away from home, so I skipped the Saturday).

The morning was a motorkhana with four runs at four tests, all set out on various parts of the Manfeild venue, so generally fairly long and narrow.

I put the sticky tyres on the front of the car, but left the road rubber on the back, figuring that the odds were extremely high that the course layouts were likely to suit oversteer.

I was not wrong ... with a slalom, figure 8, ever decreasing circles, and cloverleaf, the

handbrake and back tyres got a fair old workout! I have to say, that the car really was a lot of fun to throw around, and do nice donuts around a single cone (most of which were actually in the test, some of which were improvised).

Well worth the couple of mm that I melted off the back tread. Though I was surprised that I was getting push at the front in the rainy courses when I tried to drive neatly. That wasn't the end of the world, as it meant that I had a really good excuse to boot the back around with a lot of throttle.

One of the other competitors had a bit of a rough morning though, as he put his Nissan 370Z into a wall during a motorkhana, and then to rub salt into the wound managed to kill his clutch during another test.

The autocross section of the day was hilarious, especially as it started out on a completely wet track, and only partially dried out as the runs went on!

With various cone chicanes to break up the straights, the course was thusly.

Start on Denny Hulme straight, in the reverse direction, down to the hairpin, through the esses nearly until the first corner (Pepsi?). Hook a 180 around a cone, back through the esses in the conventional direction. Turn right onto the escape road. Turn right again to race down the front straight, turn 180 to enter the pit lane exit. Through pit lane in the reverse direction, then around Dunlop, onto the backtrack, and then complete 2/3 of the backtrack, to stop in a cone box.

Keith Stewart was having entirely too much fun doing his best drifter impression through the esses (on rally tyres naturally).

One chap in a *very* twitchy Pulsar GtiR had an impressive lose through the esses and ended up quite a distance from the track, with the beads of his tyres full of rocks. Apparently having a locked rear diff in a Pulsar makes them a bit squirrely.

I had a bit of a moment through the esses where I was wishing I'd been wearing brown overalls. Turns out that when you touch a wet ripple strip, you suddenly have zero traction. It was only a momentary twitch and lift on the throttle, but it was accompanied by a mental picture of what looping a \$30k car into a wall might feel like.

Racing through the pit lane puddles, and then threading the needle between two rather immobile looking concrete walls was testing my nerve quite nicely. I was backing out of the throttle as was appropriate given that I was in my daily driver :)

I had an absolute ball out there all day, but I'm kind of glad that I was in the 86 rather than the Altezza, as the Altezza on a wet track would have been nothing short of scary. I'd probably have done quite a lot more mad looking sideways stuff in the Altezza, but I'm pretty sure that I would also have done quite a good collection of 360 or more spins during the autocross.

I've not seen any results for the Sunday events yet, so I'm not sure how the Wellington crew did. But we had myself, Albaru, Webster, and Duane out there playing, so it was a pretty reasonable HCCC turnout on the day.

Talking of Manawatu, coming up in December they're running a damn cheap tarmac rally at Manfeild. It's not even \$400 for a day playing, and it is open to two or four wheel drives. Additionally, if I understand the regs correctly, I believe you can navigate on race licence too that day, if you wanted to give the silly seat duties a go.

There are rumours of Targa returning to finish in Wellington in 2017, and maybe even a two day regional rally option available. Though it is probably fair to guess that that's going to be in the \$2500 - \$3000 sort of price range by the time you've paid the various fees.

The 2017 National Rally Championship ⁵calendar is out now too, and there's a Tauranga

start Rally NZ (not WRC) two day rally on the schedule. Rumours are abound that this is a bit of a practice run at an event to try to see us get a WRC round again. Which would of course be one hell of an achievement, as we've been without WRC cars on these shores for quite a number of years now. With the media buzz around Hayden, and Hyundai getting in behind him, now would seem like the ideal time to try to claw back the event from the Aussies.

That's it from me for 2016! Hope to see you somewhere with cones some time soon.

Don't forget, AGM is our first clubnight back, and it is February 1st! No clubnight in January, as always.

Leon



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India was the First to Start Selling Fruits & Vegetables ONLINE. 😂

LEVIN CAR CLUB INC.**Quality Keys & Engravers MANGAHAO DAM ROAD GRAVEL SPRINT 30 October 2016**

Final overall results after 3rd run.

No.	NAME	CAR	Class	Club	PRACTISE	FASTEST RUN	Class Placing	Overall Placing
68	Dan Cowper	Subaru	E	Wanganui	5.36.05	5.10.33	1st	1st
43	Marty Smith	Subaru	E	Wellington	5.30.27	5.12.61	2nd	2st
17	Gordon Diggle	Subaru	E	Wellington	5.28.66	5.15.97	3rd	3rd
7	Rex Vizable	Subaru	E	Levin	5.46.85	5.19.16	4th	4th
46	Brendon Glendinning	Subaru	E	Harbour Capital	5.42.39	5.20.11	5th	5th
48	Murray O'Neill	Nissan	B	Wellington	5.42.48	5.23.57	1st	6th
28	Patrick Dillon	Ford	C	Wanganui	5.53.91	5.25.45	1st	7th
32	Marty Bertelsen	Toyota	B	Levin	6.04.25	5.28.31	2nd	8th
90	Graham Heath	Nissan	C	Harbour Capital	5.48.44	5.28.73	2nd	9th
41	Geoff Warren	Subaru	E	HVMC	6.02.89	5.28.77	6th	10th
26	Shane Mackay	Subaru	D	Levin	5.44.92	5.31.83	1st	11th
27	Tony Willemsen	Toyota	B	Wanganui	6.03.53	5.32.21	3rd	12th
38	Adam Fisher	Toyota	B	Harbour Capital	5.53.81	5.32.40	4th	13th
25	Greg Browne	Honda	B	Manawatu	DNF	5.32.79	5th	14th
72	Christopher Gracie	Honda	B	Hibiscus Coast	6.54.81	5.35.16	6th	15th
94	Bruce Chisholm	Mazda	E	Wanganui	5.59.80	5.37.76	7th	16th
35	Murray Sollitt	Datsun	D	Nelson	6.15.50	5.38.17	2nd	17th
33	Leon Cast	Toyota	B	Harbour Capital	6.05.68	5.40.30	7th	18th
8	Andrew Lowe	Subaru	E	Sth Rangitikei	6.06.33	5.40.72	8th	19th
71	Kim Lace	Mitsubishi	E	Wairarapa	6.04.77	5.43.88	9th	20th
19	Keith Stewart	Ford	B	Levin	6.06.00	5.46.32	8th	21st
42	Peter Langdon	Toyota	D	HVMC	6.15.55	5.47.98	3rd	22nd
57	Shane Atkinson	Honda	C	Harbour Capital	6.20.04	6.01.81	3rd	23rd
44	Jeremy Aimers	Toyota	B	Harbour Capital	6.19.78	6.02.28	9th	24th
50	Paul Taylor	BMW	D	Wellington	6.31.22	6.04.63	4th	25th
47	Brian Craig	Toyota	B	Harbour Capital	6.30.15	6.06.05	10th	26th
538	Dick Butters	Subaru	E	Harbour Capital	6.25.95	6.09.68	10th	27th
39	Jilly Hutson	Toyota	B	Harbour Capital	6.58.59	6.47.22	11th	28th
34	Bryce Hackett	Nissan	E	Wanganui	5.55.07	DNF	11th	29th
18	Tony McConnachie	Toyota MR2	C	Dannevirke	DNF	DNS	4th	30th
24	Brian Terry	Toyota MR2	C	Taupo	DNS	DNS	5th	31st
69	Norman Anthony	Toyota	B	Dannevirke	DNF	DNS	12th	32nd
65	Phil Beale	Subaru	E	Levin	No show	NS	12th	33rd
67	Jeff Ward	Subaru	E	Wellington	No show	NS	13th	34th

1960 Plymouth Fury



Wellington Motorsport Association Calendar 2016

As at : 18th August 2016

	27 Nov - 4 Dec	Silver Fern Rally		
December	3	Track Day series (round 5)	Manawatu	Manfeild
	17	Clubmans Rally (max entry = 50)	Manawatu	Manfeild
	18	Race (summer series)	Manawatu	Manfeild
Abbreviations		Club Contacts		Wgtn/Wair 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	Dannevirke	j_pperformance@hotmail.com	
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz	
Sc	Ron Scanlon Trophy Series	Wanganui	barbaramgray@gmail.com	
DCCGS	Dannevirke CC Gravel Sprint Series	Hawkes Bay	donna_elder@clear.net.nz	

Wellington Motorsport Association Calendar 2017

As at : 1 November 2016

Month	Date	Steward	Event Type	Club	Venue	Status
January	7					
February	4					
	26		Gravel Sprint Sealed Hillclimb	Wairarapa Triumph	Westons Road Wallaceville Road	GS
March	4					
	19		Sealed Sprint (Hillclimb)	Wellington	Alexandra Road, Wellington	DM/Sc
	25		Gravel Sprint (Day/Night(?))	Wairarapa	Tea Creek	
	26		Gravel Sprint	Wairarapa	Tea Creek	GS
April	1					
	23		Gravel Sprint The Surgery Sprint (Intermarque)	Wairarapa	Puketiro Road Manfeild	GS IM
May	6		Race + Single + Dual Sprint	Triumph	Bruce McLaren Park (Track 3)	
June	3					
July	1					
	16		The Surgery Sprint (Intermarque)		Manfeild	IM
August	5					
	13		The Surgery Sprint (Intermarque)		Manfeild	IM
September	2					
	10		The Surgery Sprint (Intermarque)		Manfeild	IM
October	1					
	29		Sealed Sprint (Hillclimb)	Wairarapa	Admiral Road	DM/Sc
November	4					
	26		Gravel Sprint The Surgery Sprint (Intermarque)	Wairarapa	Dorsets Road Manfeild	GS IM
December	2					

This blonde was selling her pet Python on eBay.

A bloke just rang up and asked if it was big.

She said, "It's massive."

He said, "How many feet?"

She said "None....it's a fucking Snake"

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Blairgowrie Road Street Sprint

Saturday is normally grocery-shopping day but this Saturday was different. Me and my shopping cart went past PaknSave and beyond Dannevirke nearly to Norsewood. Webster and Loren kept telling me how good this sprint is and this year I could make it and see for myself.



Blairgowrie Road is about 3.5km of sealed country road with one tricky tightening double caution corner. Straights, corners – most blind, some not. That was a mini-description of just about every sprint in the country ☺

Like I said, this was my first time on this road so I was going to be careful. I also had brand new tyres for this event so I was going to be scrubbing in for much of the time.

We had a rally-style start with the count-down lights. I have learned not to get too excited and not launch my car no more due to the clutch burying itself into the flywheel and not disengaging. The consequence is that I no generally longer destroy gearboxes and am a little more sympathetic to the mechanical parts of the car. And so it was a leisurely start to the practice run. I had a good look at the course as I went through it but couldn't remember so much of it. At the end we could either wait and come back to the start after everyone had gone through, or do a round trip if we wanted. I did both at different times.

1st timed run was still quite cautious and I completed it. It had been raining most of the time up until now and was easing off. The road was still wet and a bit slippery.

2nd timed run I had confidence that the tyres were gripping and went faster to get my best time of the day. After that it rained again and my 3rd run was a scenery run.

Unfortunately, there was a casualty. A M3 BMW got into a tank-slapper exiting a corner and 50 metres up the road slid off the road, rolled uphill and landed on his roof. I hear this was only his 2nd time out so that was not good news.

The day was run by DCC and everything went smooth. Locals used the road over the day but it never slowed things down. We went back to Rod and Joy Bracegirdle's for a BBQ afterwards where we relaxed and had something to eat and some socialising. They gave out the awards and spot prizes.

Al Groves



HUTT VALLEY MOTORSPORT CLUB PORT ROAD STREET SPRINT

23-Oct-16

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	Class S
168	Tim Sillay	Mallock	S	HVMC	85.85	83.72	83.36	82.84	82.84	1						1
29	Danny Picard	Mirage Asti	E	HVMC	86.49	84.68	84.73	84.11	84.11	2					1	
22	Alan Austin	RX7	D	HVMC	85.24	84.50	84.99	84.73	84.50	3				1		
197	Barry Cutelli	Radical	S	HVMC	88.11	88.06	86.00	86.92	86.00	4						2
3	Ryan Stevens	RX7	D	Wellington	89.42	86.98	87.06	86.21	86.21	5				2		
37	Tim Gaskin	Escort	D	HVMC	91.86	88.70	88.06	88.65	88.06	6				3		
21	Matt Rule	Civic	C	HVMC	91.47	89.93	88.44	88.80	88.44	7			1			
2	Jared Rush	Integra	C	HVMC	91.21	91.25	89.56	88.67	88.67	8			2			
18	Matt Gaskin	Skyline T	D	HVMC	90.71	90.47	90.34	89.18	89.18	9				4		
31	John Milne	JRM	S	HVMC	120.34	90.89	92.88	89.51	89.51	10						3
26	Tim Staeneken	MR2	S	HVMC	91.48	90.84	90.39	89.86	89.86	11						4
23	Webster Gough	Startet T	D	HCCC	95.86	90.41	90.27	89.91	89.91	12				5		
10	Al Groves	WRX	E	HCCC	93.17	91.21	90.68	89.94	89.94	13					2	
44	Loren Brookes	WRX	E	HCCC	92.52	89.96	90.45	90.20	89.96	14					3	
5	Nick Chong	Integra	C	HVMC	110.20	90.60	90.33	90.01	90.01	15			3			
8	Vivian Eden	WRX	E	HVMC	94.40	90.48	90.35	91.46	90.35	16					4	
15	Andrew Thomson	Corolla	B	HCCC	100.83	90.45	90.72	92.74	90.45	17		1				
12	Neil Rush	Integra	C	HVMC	92.27	91.95	91.27	90.77	90.77	18			4			
40	Oil Hendra	Civic	B	HVMC	91.78	92.17	91.78	90.88	90.88	19		2				
6	Geoff Warren	Subaru WRX	E	HVMC	91.44	91.32	91.02	90.89	90.89	20					5	
53	Andrew Thomas	Corolla	B	HVMC	94.12	91.13	91.52	91.72	91.13	21		3				
32	Cam Garthwaite	Mirage	B	HCCC	93.55	91.69	92.32	91.27	91.27	22		4				
36	Max Kempthorne	Skyline	D	HVMC	93.26	91.55	92.38	91.32	91.32	23					6	
14	Steve Gaskin	Escort	D	HVMC	91.46	92.12	92.09	92.84	91.46	24					7	
35	Mark McIntyre	Nissan 180X	D	HVMC	93.02	94.33	91.83	91.62	91.62	25					8	
19	Lee Herd	Levin	B	HCCC	98.43	94.61	93.10	94.60	93.10	26		5				
17	James Sillay	Imp	A	HVMC	96.67	94.73	94.52	93.49	93.49	27	1					
28	Pete Langdon	Corolla V8	D	HVMC	98.52	98.23	98.73	93.50	93.50	28					9	
41	Don McLean	Barina	A	HVMC	95.17	93.76	94.13	93.57	93.57	29	2					
27	Russell Cloughley	BMW 328i	D	HVMC	95.37	94.64	95.41	94.08	94.08	30					10	
39	Stephen Samuelu	Corolla T	D	HCCC	DNF	96.50	95.50	94.36	94.36	31					11	
34	Mike Berg	Pulsar	C	HVMC	98.13	95.61	94.54	94.46	94.46	32			5			
9	Nathan Spencer	Skyline	D	HVMC	95.85	95.59	96.11	94.78	94.78	33					12	
57	Shane Atkinson	Civic	C	HCCC	97.93	94.85	96.69	94.88	94.85	34			6			
1	Steve Jopson	Dodge Dart	D	HVMC	95.85	106.00	94.88	DNF	94.88	35					13	
66	Kyle McLennan	Silvia	D	HVMC	97.46	95.56	95.30	96.24	95.30	36					14	
76	Ben Price	Prelude	D	HVMC	96.69	96.02	95.46	95.78	95.46	37					15	
33	Gary Innes	Lancer Evo	E	HVMC	95.58	97.75	96.26	96.05	95.58	38					6	
38	Logan Keats	Corolla	B	HVMC	100.70	100.10	98.55	96.20	96.20	39		6				
13	Matt Hendra	Mini	A	MOWOG	99.79	98.74	96.85	98.74	96.85	40	3					
16	Chelles Roberts	Mirage	B	HCCC	98.15	97.50	97.68	96.93	96.93	41		7				
42	Paul Taylor	BMW 550	D	Wellington	97.38	103.42	97.41	97.33	97.33	42					16	
4	Dean Herd	Levin	B	HCCC	DNF	97.47	97.81	105.78	97.47	43			8			
43	Brian Worboys	Road Rat	S	HCCC	99.24	97.60	98.16	98.45	97.60	44						5
49	Josh Donohue	Mirage	B	HVMC	100.43	97.63	98.13	97.77	97.63	45			9			
20	Dick Butters	Impreza	E	HCCC	98.74	98.67	98.36	DNF	98.36	46					7	
25	Haydn Perkins	Mirage	B	HCCC	103.04	99.48	99.06	98.54	98.54	47		10				
24	Luke Nielsen	Corolla	B	HCCC	104.26	102.81	100.95	DNF	100.95	48		11				
7	Cathy Reid	Mirage	B	HVMC	102.57	101.49	102.63	103.44	101.49	49		12				
11	Ian Hoeler	Integra	B	HCCC	104.75	103.32	102.77	102.58	102.58	50		13				
56	Evan Tomurt	Chaser	D	Wellington	121.56	123.07	109.95	DNF	109.95	51					17	
30	Shane Windley	180x	D	HVMC	119.08	117.42	115.97	117.74	115.97	52					18	

Some pictures from a very wet n windy Dorsets Rd







**WAIRARAPA CAR CLUB – Dorsets Road Gravel Hillclimb
Sunday 27 November 2016**



Car #	Name	Club	Car	CC	Prac.	Run 1	Run 2	Run 3		Class	Overall
0-1300cc											
5	Dayle	Brock	WCC	Barina	1298	2.27.8	2.29.3	2.24.3	2.22.8		1
1301-1600cc											
1	Norm	Anthony	Dvke	Starlet	1587	2.41.0	2.36.3	2.35.3	2.32.5		
13	Rob	Hayman	WCC	Chevette	1587	2.41.6	2.34.6	2.32.0	2.29.9		
9	Leon	Cast	HCCC	Corolla	1587	2.34.9	2.26.1	2.25.5	2.25.8		
54	Marty	Bertelsen	Levin	Corolla	1600	2.30.5	2.25.0	2.23.1	2.23.7		2
60	Gary	Leach	WCC	Escort	1600	2.30.4	2.25.3	2.23.7	2.21.6		3
12	Brent	Miller	Wgtn	Levin	1587	2.50.6	2.35.5	2.32.8	2.31.9		
12	Brent	Miller	Wgtn	Levin	1587	2.44.2	2.33.8	2.48.2	2.32.7		
39	Adam	Fisher	HCCC	Starlet	1500	2.36.2	2.25.6	2.22.9	2.23.3		1
17	Brian	Craig	HCCC	Corolla	1587	2.46.4	2.40.6	2.39.5	2.39.7		
1601-2000cc											
57	Shane	Atkinson	HCCC	Dvke	1800	2.43.4	2.36.6	2.36.1	2.33.8		
6	Chris	Hayman	WCC	Mirage	2000	2.28.0	2.21.2	2.24.0	2.18.9		2
48	Euan	Beattie	Levin	Mirage	1998	2.34.5	2.30.2	2.29.7	2.26.4		3
7	Graham	Hearth	HCCC	Pulsar	1998	2.26.0	2.23.5	2.19.4	2.18.5		1
2001cc & Over											
16	Paul	Taylor	Wgtn	BMW550is	5000	2.44.8	DNF	2.38.9	2.41.5		
4	Shane	Mackay	Levin	Impreza	3400	2.20.7	2.17.8	2.15.6	2.16.7		1
10	Matt	Patterson	Kapiti	Sprinter	3060	2.40.1	2.51.4	2.34.4	DNF		
33	John	Esler	WCC	Escort	2995	2.31.2	2.26.9	2.25.5	2.29.0		3
31	Shane	Parker	Levin	Prelude	2156	2.53.1	2.36.0	2.22.9	2.30.7		2
531	Ian	Parker	Levin	Prelude	2156	2.56.4	2.44.0	2.41.4	DNF		



**WAIRARAPA CAR CLUB – Dorsets Road Gravel Hillclimb
Sunday 27 November 2016**



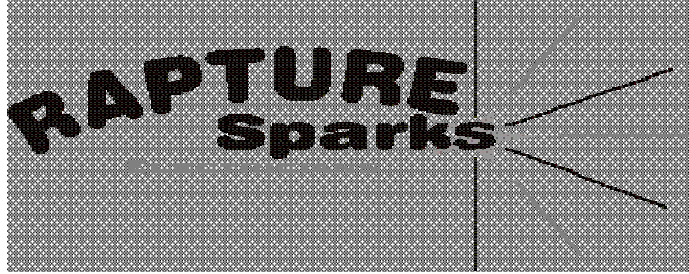
Car #	Name	Club	Car	CC	Prac.	Run 1	Run 2	Run 3		Class	Overall
4WD: Open											
38	Dick	Butters	HCCC	Impreza	3400	2.41.1	2.35.5	2.32.9	2.35.5		
3	Stu	Andrews	WCC	EVO3	3400	2.14.9	2.11.9	2.08.8	2.35.4	1	1
2	Geoff	Warren	HVMC	WRX	3400	2.31.9	2.24.8	2.19.3	2.17.6		
71	Kim	Lace	WCC	EVO6	3400	2.20.8	2.17.5	2.20.5	2.19.9		
14	Marty	Smith	Wgtn	LegacyRS	3400	2.14.5	2.14.8	2.13.0	2.11.2	2	2
70	Daniel	Hole	WCC	EVO3	3400	2.17.6	2.14.1	2.11.8	2.11.8	3	3

1957 Lincoln Premiere four-door Landau



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	<p>JAMEX race seats (2)</p> <p>A little bit sun faded but in good physical condition.</p> <p>Base mounted</p> <p>Contact Adam Fisher on 0274577149</p> <p>\$50 the pair.</p>

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

Manawatu Multi-Event Weekend 5-6 Nov

Saturday was a track sprint in conjunction with the Toolshed Road and Track series, and Sunday was motorkhanas and autocross.

I really enjoy these weekends because a) they are fun b) they are low-key c) there are good people to talk to d) much of it is technical e) there's always a new element to the autocrosses f) the motorkhanas are sealed and squashed to the width of the track meaning there's an added element to consider.

Starting with the track sprint, we got a total of 3 timed runs from memory. That was an out lap, 3 laps, and an in lap. Unfortunately for me, and my style of learning, it wasn't enough to get me a good time. Hadn't done this track for a year and my track skills were rusty. Was happy enough with the car and with the brakes and tyres that didn't wear or melt, but not happy with my commitment and lap times. Maybe next time it will be a little better. I didn't go out after our official timed laps because that seems to be when I break things or badly mis-time everything.

I'd taken up 2 sets of old semi-slicks that I wanted to completely kill. The first ones that I used on Saturday were made in 2009 and still hadn't worn out so they were my obvious choice for the track sprint. They were not at all phased or even worn down by the time on the track. Even though they're not worn out, I have wisely thrown them away – learning from a previous experience where the car sacrificed itself to save my tyres.



The next day there were 4 sealed motorkhanas - a figure-eight doubled (ie twice through), ever-decreasing circles, a 3-leaf clover doubled, and a slalom (with proximity to a concrete wall). I used my stickier tyres for this day which meant that I could only do handbrake turns when it was raining. Luckily it rained off and on in our motorkhanas so h/b 180's and 360's were all on, and good fun. When that the weather cleared I just drove around the tight bits but tried to keep on the limit, sometimes over-driving and pushing the front out. Most noticeable at one end of the slalom there was a 180 but as you completed it if you went wide you would hit a concrete wall. Sadly one guy did that and broke things, and not the wall either.

I liked the 3-leaf cloverleaf the most because it was raining, I had 4wd and 190kw. The h/b 180's worked real well, but the h/b 360 worked awesome. Times weren't important, spinning up the wheels was.

In the afternoon we had a 4km autocross. It took 2+ minutes to do. It rained heavily at the start of the afternoon and the track never dried out more than partially so a lot of my effort was spent stopping the car from swapping ends or going sideways. We started in the middle straight in the reverse direction, came back through the hairpin and splash to the 1st main corner (Toyota?), did a 180, back up splash to the escape road, down the main straight to the pit entry, do a 180 into the pits the wrong way, through pit lane (cone chicanes to reduce some speed, you could still demonstrate excessive speed so all okay), exited out pit entry to go through Dunlop the opposite way, chicanes, turn right into the back track the wrong way, round $\frac{3}{4}$ the back track and stop in a box at the start of back track.



It turned out that my stickier tyres weren't up to this task because they were more carcass than tread, and tread was needed to pump out the water and turn corners. Either the front sledged or the back snapped out, always at times when you wanted to do something important like turn corners or accelerate into the straights. These tyres have been demoted to sitting outside in a corner of the backyard where they can think about the errors of their ways.

MCC had a prize-giving for the different classes. 1st overall was Greg Browne who displayed awesome driving during the day in a Ford Laser with a 2 litre 6 cylinder Telstar motor. His h/b 180's were definitely in the awesome category and I just had to watch. Craig O'Brien was 2nd in his Mivec Mirage. He was consistently fast all weekend and drove well. I got 3rd overall which was pretty good for wanting to kill tyres. Have worked out an improved strategy for next time, which I should try to remember. I also burgled 1st for 4wd class because I had chosen well and there were no other 4wd's there.

On the social side (well the other social side besides talking with people on the track), Duane Novis came down from Taupo to compete, and Duane, Webster and me stayed at a motel for the weekend and enjoyed the catch-up time we had together.

Al Groves

AUSTRALIAN INTERNET



Australia Computer Terminology - Getting ready for Broadband in the bush!!

A little bit of Aussie culcha

LOG ON: Adding wood to make the barbie hotter

LOG OFF: Not adding any more wood to the barbie.

MONITOR: Keeping an eye on the barbie.

DOWNLOAD: Getting the firewood off the ute.

HARD DRIVE: Making the trip back home without any cold tinnies.

KEYBOARD: Where you hang the ute keys.

WINDOWS: What you shut when the weather's cold.

SCREEN: What you shut in the mozzie season..

BYTE: What mozzies do

MEGABYTE: What Townsville mozzies do.

CHIP: A pub snack.

MICROCHIP: What's left in the bag after you've eaten the chips.

MODEM: What you did to the lawns.

LAPTOP: Where the cat sleeps.

SOFTWARE: Plastic knives and forks you get at Red Rooster.

HARDWARE: Stainless steel knives and forks - from K-Mart.

MOUSE: The small rodent that eats the grain in the shed.

MAINFRAME: What holds the shed up.

WEB: What spiders make.

WEBSITE: Usually in the shed or under the verandah.

SEARCH ENGINE: What you do when the ute won't go.

CURSOR: What you say when the ute won't go.

YAHOO: What you say when the ute does go.

UPGRADE: A steep hill.

SERVER: The person at the pub who brings out the counter lunch.

MAIL SERVER: The bloke at the pub who brings out the counter lunch.

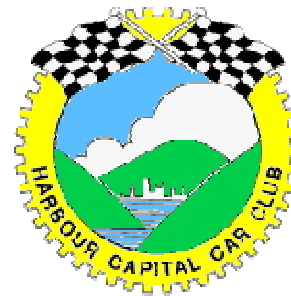
USER: The neighbour who keeps borrowing things.

NETWORK:What you do when you need to repair the fishing net.

INTERNET: Where you want the fish to go.

ONLINE: Where you hang the washing.

OFFLINE: Where the washing ends up when the pegs aren't strong enough.



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Mangahao Fotos from Len's fone:

