



WHEELSPIN

May-June 2016

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Day/Night gravel sprint — Tea Creek

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 1st June 2016 @7:30



It May have been a while since your last magazine (May ... month of May, no bulletin arrived in May ... get it ... no? Joke too horrible?).

On that note!

So, what have I been up to since the last time I typed up a storm? Quite a bit really, we had our Racetech club night extra, with a tour through the factory, I've done a Manawatu Car Club Autocross, a Wellington Car Club coaching day, a Levin Car Club gravel sprint, a Wairarapa Car Club gravel sprint, and spent a small fortune on the race car.



The Racetech night was good, with a huge turnout. They have some pretty cool toys in that factory, especially the computerised fabric (and all sorts of other things) cutting table. Bit of a mix of high and low tech, and a strong emphasis on locally sourced components. Since the "on the night" special was 10% off anything in store, I made the most of that, and got a HANS device. The price of them has come down a long way over the years, and I think it was definitely time that I looked more seriously at upgrading my safety gear. If the worst happens, what's the cost of a HANS which might last me ten years, as compared to potentially dying in a HANS survivable crash? I know that the safety level in our sport is pretty good, especially compared to rugby, but I know as I get older, my sense of mortality increases, and I know that my recovery time from injuries gets slower (I've been hobbling around for three months from rolling my ankle). Time for me to invest a bit more in my own safety.

Manawatu put on another good grass autocross, even if it did require driving basically to Foxton! Nice big paddock, not too fast, fairly smooth other than one drop off, and then one slow corner that dug up quite badly at the end of the day.

We had a pretty good HCCC turnout there, with myself, Neil R, Albaru, Webster, Dan & Baden Smith. Probably some others that I've forgotten about too, as I don't have the results to hand.



Manawatu Autocross

Dan was having a go in an RX8, and decided after practice run to wind the height up on the adjustables quite a lot. Otherwise he was at risk of running a rotary plough.

Baden seemed to be trying to set fast lap times by missing out large sections of the course, which ended up not going so well for him.

Al put on a dominant display, basically thumping hell out of everyone else who turned up. There's a reason that man is a repeat Clubsport Autocross champion.

Webster was going pretty well, but had a big overcook on his last run, which cost him badly.

Neil and I had close battles through the day, as the Charade isn't as rapid around paddocks as the City (RIP City) used to be. Though at the end of the day, I did end up second in class behind him, it was closer than it has tended to be in the past when he has been in the City.

That was the 94th event in my logbook, on that engine, just under ten years worth! The engine has been getting progressively more smokey over the last couple of years, so I had a birthday scheduled for April.

A recon'd engine went in over a weekend, and with a small wiring gremlin sorted out, had it back to run in the following weekend. It does seem to have livened up the engine again, but unfortunately hasn't gone entirely according to plan, as it is still smoking a bit. So there will be some more diagnosis work, to see if there is an issue with the valve stem seals, which means they will need to be replaced again. The diagnosis / fix isn't done yet, so I'm not sure what the outcome will be there. Interestingly the old engine still has even 190 compression across all four. So definitely I've got no grounds to complain about the dirty old silvertop being a fragile motor.



Manawatu Autocross

Since I had a month between events, I got a bunch of small rust, a bunch of nasty old paint, and the dent in the rear quarter sorted out. So the car is looking tidier now, than when I bought it 13 years ago.

So, if I can get the smoking sorted out, I should actually have a fairly presentable car again (for a while anyway).

My next event after the big (ouch my wallet) car birthday month, was a single car / coaching day at the Manfeild Back Track (Backtrack = best track!). I took the 86 up for that, as the Corolla was on gravel suspension in anticipation of the next two weekend's worth of gravel sprints.

They had a good mix of old hands there to guide, relative newbies, and complete newbies.

I haven't seen anything online yet, but they also had a (non car club) film crew there, complete with a drone. But I will be interested to see what they came up with.

We did a bunch of guidance laps, then some brake work, before breaking for lunch, and then going into a series of single car sprints.

I only got two runs, as I was generally a bit too busy with helping their timing etc. But the 86 was good enough to put down one of the best timed runs, first time out, which is quite satisfying in a stock standard car. I also got to have a drive in my friend John's 4AGE powered KE70 wagon. They're just such an easy car to jump into and drive, but I could definitely tell that the 1983 engine really doesn't go as quick as the 2013 engine in the 86! Don't get me wrong, it was fun, but I kept waiting for the rest of the power to arrive ... but it was really good to have the chance to drive a car that I used to race against "back in the day".

Coaching days are quite satisfying, as we get to share our enthusiasm and madness of our chosen sport :)

A change of car, drive configuration, and surface for the next weekend, back to gravel again.

Gladstone Road was running in a new configuration this year, going from a relatively slow "there and back" return road, to a fast one way drive, incorporating the section of road that was previously just the tour from the pits, to the start line. Did I mention fast? It was third and fourth gear stuff, with a couple of second gear corners to keep you on your toes.

It was a bit of a "crunchy" day, as an Evo, a WRX, and a Starlet all made slight "panel adjustments" to their car through the course of the day. All three are fixable though, and two were fixed for the following weekend.

The battle in the 1600 class was insanely close, which is heaps of fun. A really bad missed gear change in my final run cost me a decent result, as I missed out on second place (ending up back in fourth) by 0.14. So for close fights, it really does look like I'm in the right class. I think there was only 1.5 seconds covering first to fourth in class.

The car was behaving well, and wasn't doing anything silly. With a newly straightened and painted Corolla, my level of paranoia about sticking it into the scenery was running pretty high!

Tea Creek day/night weekend was as it always is, excellent.

It's the one night even of the year that I do, which is a combination of fun and scary.

The gravel was really deep and slow this year on the Saturday, to the point where I was absolutely convinced that my engine had gone wrong! Right up to the point where I checked my times against the other 1600 cars, I was so sure that the car was crook, that I was talking about going home. However, the times told me that I was actually neck and neck with all the cars that I am usually close to.



Last year the gravel was deep too, but that just resulted in massive wheelspin. This year though was just weird, as it honestly felt as though I had left the handbrake on one notch.

As we went into the night stages, the road was sweeping off, so I actually went quicker on the night run up the hill!

Sunday felt like a different bit of road, it just got quicker and quicker!

I trimmed 7 seconds off my Saturday time, by the end of the Sunday. Which is just ridiculous, when you bear in mind that the time went from 1:46 to 1:39. So as a percentage, the improvement level just as the gravel swept off is huge, and more than I would have guessed as possible.

My Saturday times weren't the best, and I was sitting in third in class. I was close to the 4AGE Starlet, but I was a country mile behind Gary in the RS1600 Escort. He has a bunch of torque in that car, so the poor Corolla just couldn't stay with him at all. Sunday I threw quite a lot more into it, and was basically yelling at myself to not lift for a couple of corners. I can only describe the experience as a mixture of success and failure. There were a couple of moments where I listened to myself, and kept the car pinned. Most of the time, I chickened out in a way that KFC would be proud of.

Battled up to second in class for Sunday only, which I was pretty stoked with, but wasn't quick enough to offset the time lost during Sunday. So I ended up remaining third in class for the weekend.

It was actually a clean event, with nobody running into the scenery :) This was a great outcome, especially after three cars got dented the week before.

The Corolla is back in the garage again, all intact after the two gravel events. I do have some new gorse scrapes on the passenger wing mirror, courtesy of getting quite close to parts of the scenery at Tea Creek, but I still count that as being intact.

The mighty Vitz is sold, so despite buying it for a cheap tarmac toy, I actually only got to use it on tarmac once (Wallaceville Hill in January), and I've just been commuting in it since. I've had a couple of RS Vitz's now, and they're just a stupidly amusing road car. Every time I jumped in that car, it just put a smile on my dial. I reckon if they'd done a turbo factory version, like they used to do the Starlet GT turbo, it would actually be a great little club car. However with the economy engine in them, they've got a good far dose of torque, but nothing up top.

I'm not sure what will end up in the driveway yet, with my car ADHD, I usually don't know until it turns up either.

See you some place with corners!

Leon

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Hi Team,

I sent an email out a week or two back inviting responses in relation to the desire of people to:

- Compete in any night trials which might be run in the Wellington Region;
- Commit to organising a round of a series.

So far I have received responses to the following effect:

- 5 potential competitors who are likely to compete in most events;
- One potential competitor who might do one or two rounds; and
- Two offers to organise a round.

I am sorry to say that the general feeling at the last WMSA Meeting is that we have fallen below appoint of critical mass and that there does not seem a great deal of point in trying to promote a series this year. I would like that opinion to be wrong, so I am giving everyone one last chance to:

- Commit to organising a round (the two have already done so need not respond); and
- Commit to participating in a series (needs at least 4 events).

There is a lot of time and effort needed to set up a trial of a good standard and any potential organiser needs to understand this but also needs the realistic expectation that their efforts are going to provide a decent return in terms of numbers participating in the event. I am happy to assist any potential organisers in setting up a trial but we need to be reasonably certain that the time and effort spent will not be in vain.

Wayne Gair

This is undoubtedly the most expressive picture ever seen of an animal

You can almost hear him say these words.... "You want me to do what?"



Pryces Line Autocross

Overall	Number	Name	Surname	Class	Run 1	Run 2	Run 3	Run 4	Best Time
1	12	Alan	Groves	FI4WD	2.56.65	2.40.07	2.28.64	2.24.22	2.24.22
2	30	Geoff	Warren	FI4WD	3.08.71	2.41.38	2.34.14	2.25.82	2.25.82
3	42	Neil	Roots	NAFWD	2.59.08	2.42.56	2.42.31+	2.28.39	2.28.39
4	19	Leon	Cast	NAFWD	3.03.21	2.49.20	2.33.66	2.29.15	2.29.15
5	9	Greg	Browne	NAFWD	2.52.20	2.45.28	2.34.51	2.29.55	2.29.55
6	28	Webster	Gough	FI4WD	2.59.11	2.41.68	2.31.17	2.34.00	2.31.17
7	10	Sean	Browne	NAFWD	3.21.66	2.58.78	2.41.80	2.32.77	2.32.77
8	15	Josh	Smith	NAFWD	3.32.43	2.55.51	2.41.80	2.36.38	2.36.38
9	18	Scott	Pearson	NAFWD	3.16.00	2.53.52	2.49.48+	2.37.48	2.37.48
10	14	Glen	Loveridge	NAFWD	3.17.21	2.55.76	2.42.75	2.38.99	2.38.99
11	3	Dan	Smith	NARWD	3.15.97	2.55.60	2.42.78	2.39.53	2.39.53
12	4	Baden	Smith	NAFWD	DNF	2.50.99	2.39.97	DNF	2.39.97
13	25	Josh	Bathgate	NARWD	3.28.95	3.37.57	2.59.93	2.40.48	2.40.48
14	16	Angus	Pearson	NAFWD	3.20.49	2.57.63	2.50.90	2.41.65	2.41.65
15	27	Curtis	Rutland	Rookie	3.24.50	3.01.73	2.50.24	2.42.22	2.42.22
16	13	Tony	Alpress	NAFWD	3.34.60	3.03.47++	2.45.69	2.42.44	2.42.44
17	21	William	Harold	Rookie	3.19.35	2.54.34	2.44.68	2.42.56	2.42.56
18	1	Dan	Binet	FI2WD +	DNF	3.01.82	2.45.63	2.43.00	2.43.00
19	22	Shane	Rutland	NAFWD	3.33.53	3.06.84	2.49.82	2.43.29	2.43.29
20	31	Sarah	Joggs	Rookie	3.23.83	3.04.98	2.48.75	2.44.05	2.44.05
21	2	Joshua	Cleland	NAFWD	3.18.25	2.54.88	DNF	2.44.86	2.44.86
22	11	Tom	Rolton	FI4WD	3.36.69	3.28.73	3.00.69	2.45.59	2.45.59
23	34	Stephen	Picking	Rookie	3.57.16	3.01.04	DNF	2.48.41	2.48.41
24	17	Jorgina	Christensen	Rookie	3.18.34	2.59.93	2.45.28	2.48.56	2.48.56
25	8	Richard	Leggett	NAFWD	3.24.13	3.01.64	2.55.32	2.49.67	2.49.67
26	24	Robbie	Bell	Rookie	3.41.08	3.14.80	3.00.53	2.50.18	2.50.18
27	7W	Jarrold	Higgins	Rookie	3.45.38	DNF	3.02.43	2.54.02	2.54.02
28	20	Oli	Fisher	NARWD	3.45.03	DNF	DNF	2.55.29	2.55.29
29	32	Kobyn	McKay	NARWD	4.56.90	3.30.57	3.14.71	2.55.57	2.55.57
30	33	Hamish	Longstaff	FI2WD +	4.02.11	3.44.43	2.57.16		2.57.16
31	26	Brendon	Kitching	Rookie	2.25.57+	3.00.02			3.00.02
32	7	Jolene	Butson	Rookie	3.41.86	3.18.66	3.04.60	3.06.81	3.04.60
33	23	Liam	Kokich	Rookie	3.36.91	3.09.94			3.09.94
34	211	Aaron	Whiteman	NARWD	4.36.41	3.40.89	3.11.18	DNF	3.11.18
35	29	Daniel	Wolland	NARWD	3.57.84	3.,33.53	3.12.97		3.12.97

The best part of being over 40 is we did our stupid stuff before the Internet

Wellington Motorsport Association Calendar 2016

As at : 11th February 2016

June	4		Winter series test day	Manawatu	Manfeild	
	5		Race (Winter Series) Rallysprint (HBCC Rnd 1)	Manawatu Hawkes Bay	Manfeild ?	
Queens B'day	6					
	9	All	Stewards Meeting		Johnsonville	
	11		Autocross	Hawkes Bay	Bridge Pa	
	18		Rally (Tarmac)	Taranaki	Taranaki	
	19		Track Day series (round 2)	Manawatu	Manfeild	
	26		Autocross (sealed)	Hutt Valley	Trentham	KN
July	2		Rally Test Day (Winter Series)	Manawatu	Gisborne Manfeild	
	3		Race (Winter series)	Manawatu	Manfeild	
	10	PT	Gravel Sprint The Surgery Sprint Motorkhana	Levin Hawkes Bay	Mangahao Dam Manfeild ?	GS IM
	16		Tarmac Circuit Rally	Manawatu	Manfeild	
	17		Autocross (sealed)	Manawatu	Manfeild (back track)	
	22		Test Day (NI Endurance series)	Manawatu	Manfeild	
	23		Race (NI Endurance series) Gravel Sprint	Manawatu Hawkes Bay	Manfeild Mokamoka Road	
	24		Tarmac Sprint	Hawkes Bay	Waikoau Road	
	31		Autocross Autocross (sealed)	Hawkes Bay Hutt Valley	Bridge Pa Trentham	KN
August	6		Test Day (Winter Series)	Manawatu	Manfeild	
	7		Race (Winter Series) Rally (Tarmac)	Manawatu Taupo	Manfeild Taupo	
	13		Gravel Hillclimb	Wanganui	Tokomaru East Road (5.6km)	
	14		Gravel Hillclimb The Surgery Sprint	Wanganui	Tokomaru West Road (5km) Manfeild	IM
	20		Rally		Coromandel	
	21		Rally Autocross	Manawatu	Coromandel Manfeild (back track)	
	22		WMSA AGM / Quarterly Meeting		HVMC Clubrooms	

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The Australian Supreme Court has ruled that there cannot be a Nativity Scene in the nation's Capital this Christmas season.

This isn't for any religious reason.

They simply have not been able to find Three Wise Men in Canberra...

The search for a Virgin continues.....

There was no problem, however, finding enough donkeys to fill the stable.

	27		Tarmac Sprint	Hawkes Bay	Moteo Pa	
	28		Tarmac Sprint Autocross (sealed)	Hawkes Bay Hutt Valley	Glangarry Road Trentham	IM
September	3		Test Day (Winter Series)	Manawatu	Manfeild	
	4		Race (Winter Series)	Manawatu	Manfeild	
	10		Rallysprint (Round 2)	Hawkes Bay	?	
	11		The Surgery Sprint		Manfeild	IM
	18		Track Day series (round 3) ¼ Mile Sprint (Round 2)	Manawatu Hawkes Bay	Manfeild Otene Road	
	25		Autocross (sealed)	Hutt Valley	Trentham	KN
October	16		Rallysprint (Round 3)	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	Waiorongomai Rd	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	Blaigowrie 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 – 4 Dec		Silver Fern Rally			
December	17		Track Day series (round 5)	Manawatu	Manfeild	
	18		Race (summer series)	Manawatu	Manfeild	
	24		Reindeer Races		South Pole	
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_performance@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			

Targa Rotorua 14-15 May 2016

Ford Capri 2.8i Bernie Hiestand, Jilly Hutson Crew: Adam Fisher, Murray Heaney

We haven't done Targa Rotorua for a couple of years now due to it starting in Auckland and with the launch of Bernie's barrow project. This year Targa moved back to the 2 day format all based in Rotorua so we decided to enter as Bernie has always enjoyed these roads.

The car needed little done from last years event except a check of the gearbox as it was weeping oil from the top plate and a good checkover. We packed the van in record time on Friday morning and headed out of town with a morning tea stop in Otaki and lunch at the Liquorish café just south of Taupo. Bernie commented several times on the drive north how well the Capri was sounding and handling which is a good sign for the weekend.

We arrived in Rotorua with time to wash the car before documentation. Here is where things got interesting!!! their base from down at the village green up to the is about 4 doors down from our Motel so Adam and up their while Bernie and climbed in the Capri to head for scrutineering.... Backing out into the traffic we crack as the front wheel rolled off the curb edging forward and got out and had a look and with a look of



scrutineering and Targa have moved Rydges hotel which Murray wandered around the corner heard an ominous Bernie rolled puzzlement said, "I

think the axle just broke” he decided to roll it very gently back to the motel unit so he could investigate. Along the footpath, ok, as he turned to head up the forecourt the front wheel parted company, it lifted the car up in the air before coming to rest under the drivers door and the car then landed on the wheel! Stunned silence is the best description as the impact of what had just happened sunk in. (thankfully at 2kph and not 200kph)

I called Adam to come back so we could move the car as it was blocking ¾ of the drive way. With the front wheel should have been Bernie drove with Adam guiding the jack over the moved it back in front of our motel room. Luckily the way the tyre had landed under this saved the car from potential damage so stub axle and brake calliper needed to be replaced. Just you say... ☺ . The targa community is a pretty amazing thing and we had heaps of offers of help but unluckily no one had a spare of the



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same brake calliper. We went up with the where to get had also Bilstein Auckland so Saturday bits while the crazy

Huge thanks to John Samson who had a set of struts and helped organise other bits for us to pick up along with the use of his workshop to put it all back together. Back in Rotorua by 5pm, and it was a short job to reinstall the front Strut before taking the car down the road to Parc Ferme ready for racing on Sunday.

The Targa team were really helpful with organising the scrutineering team and tyre marking for the next morning which meant we could line up and enjoy the days racing. Bernie really enjoys the roads and had been looking forward to the repeat stage of Hamurana in the afternoon which runs across the top of the lake. This definitely was worth doing as it is such a fabulous stage. Adam got to enjoy the last run through this as a seat came available in a Jag entered in the tour so after the appropriate official bits he headed off to enjoy it too.

Other than the drippy gearbox seal (which we had from the October event) we had no other issues all day so we were able to cruise over the ramp to receive our finishers medals.

To our surprise we ended up with the award for ‘The crew that “Overcomes All Adversity and finish the event” so a plate each to take home as well.

Big thanks to Adam and Murray who looked after us all weekend and to Bernie for his engineering skill and driving skill to get us successfully to the end of our 13th Targa event together. Bring on October which will see the Capri with brand new front stub axles and the drippy gearbox repaired.



1915

EITHER YOUR PARENTS OR GRANDPARENTS WERE LIVING DURING THIS TIME PERIOD.

The year is 1915 "One hundred years ago". What a difference a century makes!

Here are some statistics for the Year 1915:

The average life expectancy for men was 47 years.

Fuel for cars was sold in chemists only.

Only 14 percent of the homes had a bath.

Only 8 percent of the homes had a telephone.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower.

The average British wage in 1915 was £15 per year!

A competent accountant could expect to earn £800 per year.

A dentist £900 per year.

A vet between £600 and £900 per year.

And, a mechanical engineer about £2000 per year.

More than 95 percent of all births took place at home

Ninety percent of all Doctors had no university education!

Instead, they attended so-called medical schools, many of which were condemned in the press AND the government as "substandard."

Sugar cost two pence a pound.

Eggs were 10 pence a dozen.

Coffee was five pence a pound.

Most women only washed their hair once a month, and, used Borax or egg yolks for shampoo.

Canada passed a law that prohibited poor people from entering into their country for any reason.

The Five leading causes of death were:

1. Pneumonia and influenza
2. Tuberculosis
3. Diarrhoea
4. Heart disease
5. Stroke

The American flag had 45 stars.

The population of Las Vegas, Nevada was only 30.

Crossword puzzles, canned beer, and iced tea hadn't been invented yet.

There was neither a Mother's Day nor a Father's Day.

Two out of every 10 adults couldn't read or write and, only 6 percent of all British pupils went to university.

Marijuana, heroin, and morphine were all available over the counter at local corner chemists. Back then chemists said, "Heroin clears the complexion, gives buoyancy to the mind, regulates the stomach, bowels, and is, in fact, a perfect guardian of health!"

Eighteen percent of households had at least one full-time servant or domestic help...

There were about 230 reported murders in the ENTIRE U.S.A.! In 2014 this figure had risen to 14,249.

In the UK the murder rate in 1915 was 1420. In 2015 it was 537. (Perhaps we are doing something right!)

I am now going to forward this to someone else without typing it myself.

From there, it will be sent to others all over the WORLD all in a matter of seconds!

Can you imagine what it may be like in another 100 years.

Whangarei International Rally 2016

It all started for me with a phone call in January. I had been recommended as a co-driver for Bryn Smith, whose regular co-driver (Richard Allport - son of Neil) was planning marriage and a long honeymoon in the US & Mexico. Great planning, most drivers leave it to the last minute!

In early April, I got another call from Bryn, suggesting we got to know each other by doing the Pirongia 9k rally sprint, this turned out to be a great weekend with a 10th overall result, especially since there were some fast drivers there - Andrew Hawkswood & Dave Strong for example.

The car is a beautifully prepared Evo 9, ex track racer converted by Neil Allport to Group N spec rally car. It's the nicest car I have ever been in, comfortable, roomy, rides really smoothly, handles well and goes like a cut cat.

Bryn pays remarkable attention to detail, and EVERYTHING is just right, (car, trailer, tow vehicle, service truck etc.)

Bryn is fairly new to rallying, starting with this car at Whangarei last year, sadly crashing on stage 3 (He was a bitten by the bug about 15years ago driving a Datsun 1200, but like most of us could not afford then to take it seriously)

We arrived in Whangarei on Wednesday ready for docco and a two pass recce on Thursday. This proved to be a bit of a marathon, effectively doing a two day rally TWICE in one day. It was good for noting though, in spite of the convoy and dust!



We arrived back in Whangarei just in time for a shower and attendance at the meet n greet put on by the Mayor. John Kennard made a very interesting speech (Hayden had other duties with Hyundai). It was pointed out that John was the oldest co-driver in the WRC at 57.

(I chatted with him later and HAD to point out that on THIS rally I could trump him at 71)

Friday was relatively quiet, setting up camp in the service area, shake-down and VIP rides over the super special at POHE Island and awaiting the official start at 7 p.m. before the first two stages in darkness.



Sadly our first run ended in disaster. We arrived at finish control of the first stage with a good time but when it came to pull away we could not select a gear so we're stuck on the finish line and none of the marshals would help push us over the line which was uphill so we resorted to pushing backwards into the stage and off the road. This presented us with quite a problem because technically we were still in the stage. We were pressured by the post chief to fill in a withdrawal form and I thought this was our only option because we were technically stuck IN the stage so we did this and called the service crew who were only 5 minutes away they came and drove Bryn out of the stage locked in first gear. I went back to service and Dustin drove up the road in first and really hammered it until he managed to get the gear to change with a bang and we were back in business. (seems the clutch had welded to the flywheel) We ran out of time to do the second super special and technically had withdrawn.

Later that night, after discussions and advice from Kingsley and Fleur, we submitted a carefully worded enquiry form to the organisers, who upheld our point of view (being that we HAD finished the stage, but could not drive out) so we were back in the running next day with a 3m50sec penalty for not completing stage 2.

We started day 2 with high hopes and they proved to be worthwhile we had an awesome day the only worrying point being stage 3 where Bryn crashed last year. This was his nemesis and he was somewhat worried before we started but we went through like a dose of salts. This improved his confidence and he continued to improve all day. We just had a lovely time; the car was behaving well Bryn was driving exceptionally well; the notes were good and flowing and we had a great day only stopping occasionally to refuel car and occupants.



Dust did slow us, but it was the same for everybody except the first car. There were a lot of cars off the road and a huge retirement rate.

Day 3 went pretty much the same way, though it had rained overnight, so the dust problem disappeared. The only incidents were Len losing his paperclip which Bryn didn't find at all funny. Just as a joke on the run into the finish I said "damn I lost my bloody paperclip again" Bryn said "shut up about your bloody paper clip" My response was "It's such a big clip, it's not easy to lose, look it's exactly the same as this one in my hand!" Bryn decided I really was a decrepit old git!

One other incident was where I thought being a clever experienced bastard; we've been over the same route 2 times before and I put the road book down (which I found hard to read without my glasses and hard to use my glasses with my helmet on). I thought; "I know this route" and then proceeded to misdirect Bryn while touring! This made Bryn decide I had really lost it! (and us!).



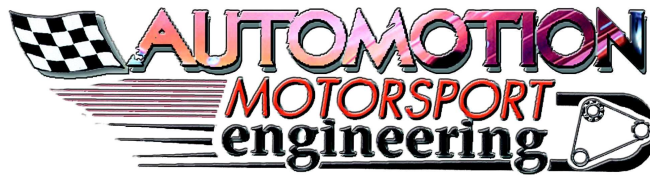
We finished 11th overall in the Nat Champs (10th without the 3 min penalty), and FIRST overall in ROW National, plus 1st Open 4WD.

It only remains to give a huge THANKYOU to Bryn, wife Sue and son Hunter, plus the "always there for us" crew of Andy, Dustin and Hayden.



Flying Fish

Footnote: Kingsley sent Bryn a congratulatory text, adding "Just make sure you get the old guy back to the home before matron locks the door!"



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Lance Williams at Whangarei

The only reason they say 'Women and children first' is to test the strength of the lifeboats.
~ Jean Kerr

FOR SALE

Terraphone Intercom.

Includes amplifier, spare amp that has had cables extended (looks odd but works fine) two open face headsets (one genuine and one homemade) and two Terraphone touring headsets. \$250

Brantz rally trip meter. Has Japanese style speedo probe but missing the drive pin. \$220

AE82 front adjustable camber plates. Cusco, never used. \$180

Racepro seats Two fibreglass race seats in reasonable condition with mounting brackets. \$450 pr

Wheels x5. 15 inch 4x100 offset 42. Nice strong rally wheels but won't fit over my brakes, have worn but usable Dunlop rally tyres on them. \$180

Wheels x5 TSW 14 inch, 4x100. Three have Silverstone 505 rally tyres with lots of tread and two have throw away road tyres. These will fit over the two pot AE101 brakes \$160

Wheels x4 14 inch 4x100 minilite-style in average condition, two have Silverstone 505 rally tyres with lots of tread. \$120

Fuel tank. Alloy endurance racing type tank about 60 litres, explosafe. Has flanges for dry break fittings. This has been sitting in a shed for a long time, is scruffy and will need a bit of work if it can be used. \$60

Rally tyres x2 14 inch Kumho. About 80% tread. \$40

Steel wheels x2 13 inch with radials. \$10

Toyota E58 gearbox from AE101 4age. Cusco LSD set up fairly tight so more for competition use. Right hand axle only. Includes brand new exedy 5 puck 212mm clutch plate and pressure plate. \$1200

4age starter motor \$40

KP Starlet four door, front door skins left and right. Brand new. \$60

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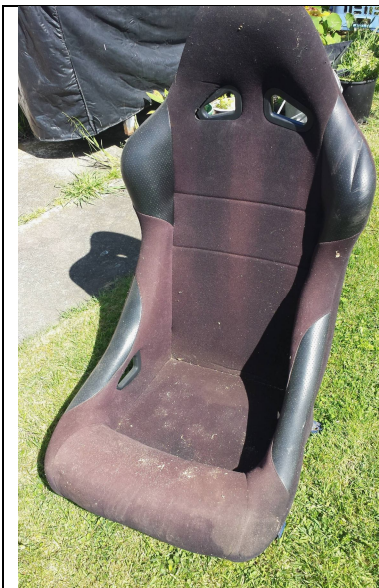
\$450 O.N.O

Contact Len Fisher 0274 390 308

If toast always lands butter-side down, and cats always land on their feet, what happens if you strap toast on the back of a cat?

~ Steven Wright

FOR SALE:



JAMEX race seats (2)

A little bit sun faded but in good physical condition.

Base mounted

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\$100 the pair.

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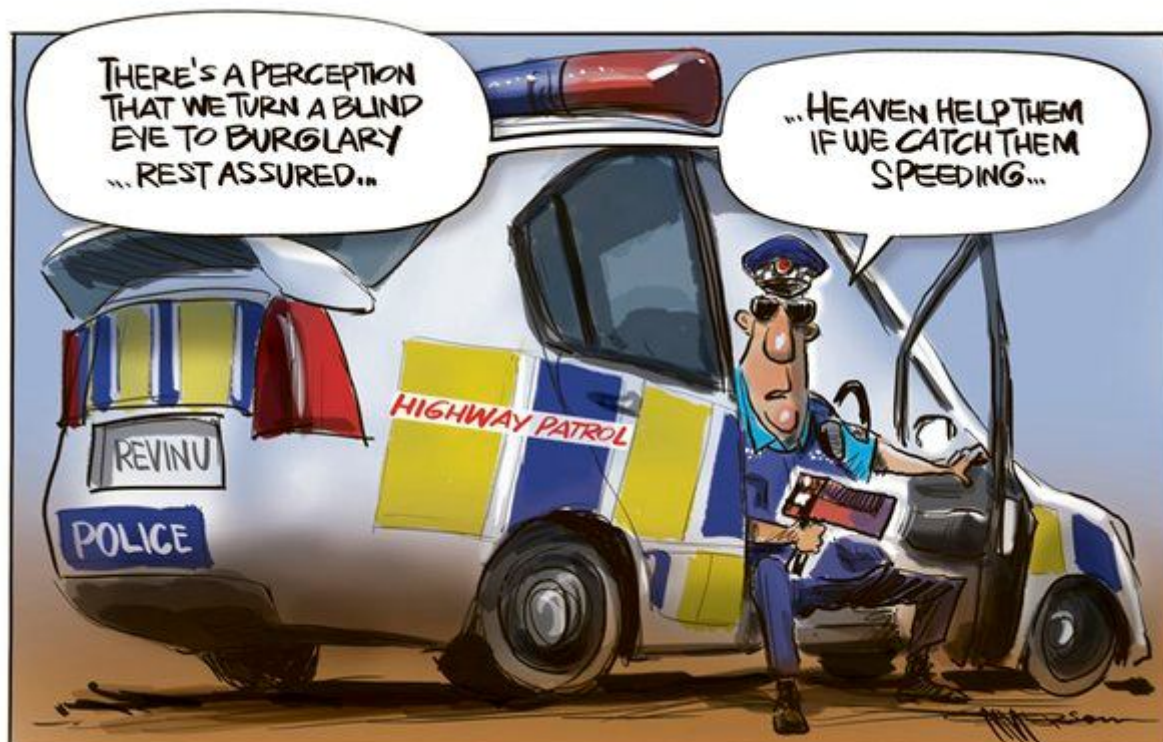
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Rally Otago 9-10 April 2016

Toyota Starlet KP60 – Adam Fisher, Jilly Hutson, Crew: Bernie Hiestand, Len Fisher

This years Rally Otago is the 40th running of this iconic event so it was a must do. This is such a great rally and this year was to be no exception with 100 entries! We have ended up putting a 5K motor in the starlet at the moment while others are rebuilt so this moved us from class A to class B. As the weeks got closer our normal crew folk were unable to come with us but thankfully Bernie (who owns and drives the Capri we use in Targa events) and Len were able to come with us. Bernie had never crewed at a gravel event before so was a great opportunity.

To back up slightly, the last event the Starlet did was Tauranga so the car took a couple of knocks which so on the morning of our trip south the wheel still happening which identified a bent sway bar as there was a spare one in garage. Adam arrived back the van at 12noon with a final check in at the ferry of cutting a bit fine but we did make it thankfully.

be a gadget trip as Len had just bought a Bernie has a new smart phone that need Contacts occupied their time on the ferry trip while I replaced Adam's racesuit. (as you do. ☺)

Overnight stop was at my cousins in Ashburton about 11:30 pm for a brief flying overnighter in the Lucky bus before heading off at 9am the next Avgas stop in Timaru at the airport (best prices in before arriving in Dunedin. We are hosted again by Johnston where we are part of a bigger group Jeremy Aimers in their Fiat 131, an Aussie crew and V8 Capri. Doco at the Southern Cross then over to Rallysafe and have the logbook signed off then back

get ready for the big display in the Octagon. This year had heaps of spectators in part because of Hayden Paddon entering in his Hyundai i20 AP4(almost) spec car and this years celebrity driver, Marko Martin. Saturday we headed for the first stage just a bit north of Palmerston then turned inland at Weston just before Oamaru. It is soooo dry and with almost no wind the fine talcum powder dust is just hanging in the stages which is causing a bit of issue further up and still for us where the sun peaks between the trees.

Lunch was in Duntroon (just Kurow) before heading out loop back towards Dunedin. departing the lunch service we pull up to leave at the same is a bit odd as he should be found his gearbox had broken Dunedin to stage 1 so the replaced this for him so had mornings stages. One of the Iconic Dansey's Pass which is care (but I am sure it didn't

the first time we did this back in 2010.) The last stage of Saturday is always the skid around the city port roads and this year had just as many spectators out to enjoy the racing. We pulled out just in front of the Fridds in their matching starlet so were going into the first big 90 left corner one after the other, mind you they had warm tyres and ours were stone cold so was a scary moment as ours tried to toss us at the crowd before biting and doing a spectacular skiddy moment much to amusement of the crowd.

Service that night consisted of a spanner check, replace a sump guard bolt, fuel and just dusting the outside of the car as there wasn't much dirt thanks to the really dry roads.

Sunday dawned sunny again and heading north to the stage that Tony Aimers and I rolled the Fiat in a couple of years back. Great bit of road and not a sign of an issue this time. One more stage then into Middlemarch for first service, mind you that small stage before service is really rough with the exposed bedrock base that last time shook a brake calliper loose this time shook off one of the leads making the 2nd half of the stage very slow. Bernie commented that it was an experience watching the crews coming in,



the Rallycross in needed attention, alignment was well so luckily at home to pack 12:30 it was Now this was to phone/watch, loaded so this all the Velcro on

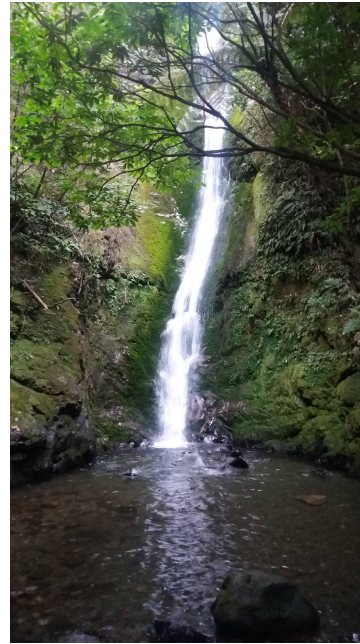
where we arrived wee shed and morning. NZ I reckon) Tony & Heather including Tony & of course Tony's Turners to get the to the garage to

back from for the afternoon Just as we were had Tony Aimers time as us.... This further up but we on the tour out of crew had just missed the best stages is the always raced with feel as scary as

bolting on 4 brand new tyres each service while we just poured petrol in the Starlet. The next stage out was full of cattle stops before back through the rough stage again. No issues this time thankfully. The last stages took us south of Dunedin and into the iconic stage of Kuri Bush to end the rally. This is such an amazing bit of road that is full of crests and somewhere in the middle past the spot that ended our last attempt at Otago in 2014. The finish was back in town at the Railway station before the big dinner and celebration at the Town Hall.

The trip home included a stop just north of Kaikoura to see the seal pups then up to Picton for the late night ferry trip with a few other crews.

Thanks to Bernie and Len who looked after us and to the whose hospitality is always great and to my lovely Ashburton who put up with us arriving like ships in the club members in tow and to Adam for yet again another 😊



crew in Dunedin
cousins in
night with many
fabulous drive.



Naked dead body!

3 rugby fans - a Springbok fan, a New Zealand fan and an Australian fan were all walking home after watching a game at the pub.

They come across a dead, naked woman lying on the pavement, and decide to phone the police.

The Springbok fan could not bear to see the undignified woman lying on the floor in such a manner, and took off his Springbok cap and placed it over the woman's left breast. Not to be outdone the New Zealand fan, removed his cap and placed it over the woman's right breast. Similarly, the Australian fan felt he could be of assistance and removed his cap and placed it over her private parts.

Now, when the police arrived, the 3 Rugby fans had to stick around for questioning by the police. They watched the officer inspect the scene of the crime.

The officer picked up the cap from the left breast, had a peek, put the cap down and then wrote down some notes. He then picked up the cap from the right breast, had a peek, put the cap down and wrote down some notes.

Next, of course, was the cap over the privates. The officer picked up the cap, put it down and then wrote some notes. He picked up the cap again, put it down and wrote some further notes. For the third time, the officer did the same thing which infuriated the hell out of the Australian fan to the point where he went up to the officer. "What are you? Some kind of pervert? Why do you keep looking there?" Asked the obviously annoyed Aussie fan.

The officer replied "It's just weird - normally, you'd expect to see a prick under an Australian cap!"

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**Nae Nae Road
Qualifying Rounds - Final**

No.	Competitor	Vehicle	Class	Club/District	Run 1	Run 2	Run 3	Best Time	Overall Place
9	Gareth McLaughlan	VR4	E	HBCC	1:41.4	1:39.2	1:39.3	1:39.2	1
70	Daniel Hole	Evo 3	E	Wairarapa	1:42.5	1:45.0	1:44.0	1:42.5	2
27	Daniel Feck	Mitsubishi FTO	C	DCC	1:47.3	1:45.4	1:43.4	1:43.4	3
2	Bradley Stewart	Subaru WRX	E	DCC	1:45.6	1:43.9	1:43.5	1:43.5	4
16	Michael McLean	Subaru WRX	D	DCC	1:51.2	1:47.6	1:44.1	1:44.1	5
32	Robin Feck	Nissan Pulsar	E	DCC	1:57.0	1:44.2	DNB	1:44.2	6
7	Don McLean	Subaru WRX	D	DCC	1:47.0	1:47.5	1:44.5	1:44.5	7
1	Rex Visible	Subaru Legacy	E	Levin	1:50.6	1:45.6	1:46.0	1:45.6	8
94	Robin Feck	Hillman Imp	B	DCC	DNF	1:48.6	1:47.2	1:47.2	9
12	Tony Willemson	Toyota Starlet	B	Wanganui	1:55.1	1:56.4	1:51.9	1:51.9	10
6	Chris Lancaster	Toyota Starlet	A	Marlborough	1:57.0	1:53.7	1:53.2	1:53.2	11
81	Andrew Lowe	Subaru Legacy	E	Sth Rangitikei	1:54.9	1:54.8	1:54.2	1:54.2	12
28	Ian Barr	Toyota Corolla	B	DCC	2:00.2	1:58.0	1:54.9	1:54.9	13
8	Andrew Lowe	Subaru Legacy	E	Sth Rangitikei	2:01.4	1:56.6	1:55.5	1:55.5	14
3	Rhys Knauf	Toyota Corolla	A	Manawatu	2:02.4	1:57.3	2:01.4	1:57.3	15
26	Blake Jones	Toyota Starlet	A	DCC	2:03.5	1:59.1	1:57.5	1:57.5	16
22	Grant McGregor	Ford Escort	C	DCC	2:01.1	2:00.2	2:21.9	2:00.2	17
24	Alan Carter	Lancia 037	C		2:00.2	2:59.6	2:00.3	2:00.2	18
19	Norman Anthony	Toyota Starlet	B	DCC	2:00.8	2:05.1	2:11.5	2:00.8	19
37	Richard Dann	Lancia 037	C	DCC	2:05.9	2:01.0	3:11.0	2:01.0	20
21	Kobyn McKay	Datsun Rotary	C	DCC	2:02.1	2:05.1	DNF	2:02.1	21
5	Carey Jackson	Subaru WRX	E	HBCC	2:05.9	2:05.5	2:03.1	2:03.1	22
14	Brian Craig	Toyota Corolla	B	HCCC	2:11.1	2:08.0	2:05.3	2:05.3	23



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Gladstone Road fotos by Jeff Wells

