



WHEELSPIN

April 2017
www.hccc.org.nz

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COVER PHOTO

Stacy – anticipating her first run at Kahinau Rd

Committee is third TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club night 1st Wednesday of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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 5th April 2017 @7:30



Busy busy month! Four events since the last time I rambled on.

I did my usual venture out at the Triumph Sports Car Club Wallaceville Hill event, although this time I took the Altezza (having previously run the Corolla, Intergra, and Vitz there). Saturday was fair scorching for the documentation and scrutineering day. I was very happy to be able to cruise up to Upper Hutt with the air con running.

They had a bumper crop of entries this year, with I believe 41 drivers running. Although for the first time that I can remember, not a single Triumph entered.

It is an event that brings out a good variety of vehicles, from a Mk1 Cortina, to a V8 Commodore, to an Alfa Romeo (conked out almost immediately, whoops), along with the usual crop of Corollas, Civics, and Mirages.

There were enough Corolla's and Mirages that they had a class each.

I was treading very carefully indeed in the Altezza, as it is just way too stiffly sprung for a road with undulations like that, so while I was launching the car with a roar and a cloud of tyre smoke, I was braking really early, and not trying anything silly around the finish line complex of corners.

The last couple of years I've nearly come unstuck at the braking point at the end of the front straight, as there's a huge undulation in the road there. I put down a huge one rear wheel lockup in the Integra, and the back of the Vitz was actually coming off the ground. So with the Altezza I was on the brakes early so that the car was already well and truly settled by then, as I figured with really hard springs, it might get a bit exciting.

I did my usual trick there, which is not even slightly manage to figure out what lines I was going to use, or stringing any two corners together coherently. I really don't know why I enjoy that event so much, given just how badly I tend to drive there.

Though I wasn't last in class, I did manage to achieve second to last in class! Looking at my times, I was actually 1 second slower in the Altezza than I was in the Corolla. Which given the difference in power between the two cars, shows you just how much I will push the Corolla compared to the Altezza. Also, believe it or not, I was a mere 1 second quicker in a 4000cc Altezza, than I was in a 1500cc Vitz! Apparently I'm brave at Manfeild and Trentham in the Altezza, and totally scared of the car anywhere else. Seems as though I have more of a sense

of self preservation than I had suspected.

Cam and Chelles had a rough day, as Cam got the back of the Mirage light over the previously mentioned bump. That pitched the car to the left, going into a right hand corner. From that point it really was a case of how badly he was going to fall off the road. He missed the power pole by not much, and went through a strainer post then down the bank. Luckily the car stayed upright, and didn't get as far as the creek. But it was a pretty scary moment for everyone. Apparently the car will be back in action again after repairs, and Cam whilst a bit sore isn't injured.

The Altezza isn't what you'd call an economical car, as with two trips to Upper Hutt and back, and then four runs at the sprint, the fuel gauge is telling me that I've killed about half a tank of gas already. Oh well, at least it makes nice noises while it is drinking the gas.

We've had another excellent day in the new rollercoaster paddock in the Wairarapa, with another decent turnout of 31 keen participants.

It was a bit less of an oddball entry this time, with not an Escudo/Vitara in sight. Ian was only running the WRX this time, and Mac wasn't able to get the day off work.

Although we did have a new and different Commodore competing this time, I'm not brilliant on my identification skills on Commodores, but I think it was actually an old VK model from the mid 80's, and sounded like the old 202 donk. It still had the type of fat feet on it which made it highly unsuitable for paddock use, but made it highly entertaining to watch drifting around on top of the grass.

Dream factory Racing were not present with the triple driven Nissan Exa either.

Bring out your oddball cars I say ... so long as it's safe, it doesn't matter in the slightest if it's a bad idea or not.

Hell, we had three MR2 drivers out there (Hamish and Dan in the supercharged AW11, and Bill in the SW20 turbo). I think it is fair to say that there wouldn't be something much more difficult to get around a grass field than a car with boost, and an engine at the back.

I think the paddock was a little bit drier this time, as I reckon we were digging slightly more holes than last time. Which is an occupational hazard unless the paddock is particularly solid underfoot. When there was a bit of dew on the ground while setting up the course first thing in the morning it was pretty exciting, but even by the time we were through the tiki tour it was already starting to grip up a bit.

Having the course taking advantage of the contours is good fun though, I know when I was running along the banking and trying to get the car to behave for the next corner, there were some fairly interesting things happening as the back of the car decided that it wanted to go down the hill, whilst the front of the car was trying to get up the hill. That sort of helps make up for not having the big fast sections that we used to run in the old paddock.

With two cars on the course, we got through everyone pretty quickly, and were wrapped up by around 2pm or so.

Al had the measure of the field, putting in a couple of very tidy runs, and getting himself a huge lead! The battle for second was close with myself, Neil, Webster, and Adam all on very similar times.

Neil had the City up on two wheels repeatedly, which is a bit scary to watch, whilst Webster was fair hauling. An interesting contrast considering that the City is putting out a tiny fraction of the power that the turbo Starlet, yet the times were pretty close. The Corolla is sort of in the middle, putting out a typical 1600cc amount of power, while being quite a lot heavier than the other front drive contenders.

I thought that with some of the times that I'd seen Webster putting in, I had absolutely no chance of staying with him. So I wasn't in too much of a panic when my final run came around, so I just put in a fairly careful drive, getting my speed down before the corners so that I could stay on the good line, and making sure I didn't bump my way over the wheel ruts on the slower corners. Turned out that this was a good way to attack the course, and I pulled in just enough time to bring the Corolla home in second place behind Al.

Webster and Neil right behind me, and then Brendon making his return to the paddock with a super aggressive drive in the Blurple Sti.

Dean Herd once again brought his Altezza home first of the "engine not over driven wheels" class. I can't say rear drive, because we had three MR2 drivers who were rear drive, but had their engine over the driven wheels.

Once again our gang of helpers made the day go smoothly. Albaru on Scrutineering, Graeme as BBQ assistant, Dean and Ian (among others) on cone retrieval duties. John R and John T as safety officers.

The trees played more of a part in this event too. I managed to park the Corolla against one (crunching a guard), and Webster got the BMW hooked on a hidden one as he was departing the venue. I guess in some ways it was inevitable, albeit still a bit annoying. New career as a lumberjack?

I headed up to Levin Car Club's annual Kaihinau Road sprint, but in navigational duties only, as the Corolla on rally height suspension just isn't that much fun on tarmac.

It's a double booked event, as it is on the same weekend as the ClubSport Championship in Taupo, but I decided this year that I just couldn't afford more time away from home, and another weekend of setting fire to money, so I wasn't heading to the Nationals.

I hitched a ride up to Kaihinau Road with Stacey in the Sti, which was a bit scary on the way up, as that car has zero heating, which means despite the best efforts of the fan, it took basically from Johnsonville to Levin before the windscreen actually un-fogged. So for my first drive of the new expressway, I couldn't see a damn thing, through the combination of darkness and serious internal fogging.

With occasional rain plaguing us, the practice run was on a dampish sort of a road, so it was a cautious drive through. That unfortunately turned into our only run of the day, as the first corner of the next run, saw terminal understeer arrive courtesy of rained on lichen. We exited the road, and dropped down the bank, damaging pretty much every panel of the car. Although it was a pretty exciting crash, we got off really lightly. If we'd been slightly to the left, then the whole underside of the car would have been munched by the railway irons, if we'd been a meter to the right, we'd have cleared the fence that stopped us. If that fence hadn't been there, or hadn't held, we'd have been a very long way down a bank.

They yanked the car back onto the road by linking two four wheel drives together, and towing the Sti back up the bank.

A few cable ties saw the bumper re-attached sufficiently to get the car home again. Just in case there was other damage that wasn't apparent, we didn't run the car again.

I've been in a few cars that have gently nudged scenery, but this was the biggest crash that I've been in while in the passenger seat. I ended up with a fairly sore neck, despite the HANS device, but I think that's probably just a reflection of the angle of the car as we came to a fairly abrupt stop. I was surprised that I said no bad words during or after the crash, and I didn't even drop the pace notes.

I headed out for another run afterwards, with Andrew in his AE82. I've not been in that car since he put the new cam in it, so I was definitely ⁵looking forward to the run. Oh boy does that

car boogie, even if he was having issues with slightly cooked spark plugs.

What a fun car though! Andrew is really dialed in to it, as he's done a lot of miles in that car over the years. There's nothing super high tech about the car, but everything on it is good. Light car, good brakes, good power, good rubber. Certainly it reminded me that if I ever get back into sealed sprints again in my (slow) Corolla, I definitely need to invest in some soft Dunlops! My fairly hard Dunlops are good-ish, and will probably last me basically forever, but they feel as though they're made out of concrete by comparison.

Andrew's result even with the miss was enough to secure him the Ron Scanlan trophy for the season, and also the 1301-1600cc class for the year.

Seems to have been a really tarmac kind of a month, as my next event was Wellington Car Club's Mt Vic Hillclimb.

I was giving the Altezza another run, even though the spring rate is a bit too high for sprints.

Pretty much my plan was to make loud angry noises on the start line, but then drive up the hill at a fairly sensible speed.

Thankfully my red mist did not arrive and take over my brain!! So I drove basically up the middle of the road, and set a time considerably slower than if I'd been in the Corolla. Although the Corolla being a low power front wheel drive car, is probably about 1/3 as fun as the slower Altezza.

Plus, having a stereo, and air con in a "race" car is pretty damn good. Switch the air con off ten seconds before the run starts, and then back on again after the finish line.

There were some good cars at the event too, with a couple of super tidy Mk1 Escort two doors, and the same Mk1 Cortina as featured at our Tauherenikau autocross. Tim Sillay was running his Swift single seater, and Barry Cutelli the Radical. Pretty keen from both of those guys, as you have to figure that a dedicated track car isn't going to be a forgiving bit of machinery to be driving up a road with a steep crown, and more undulations than Kaikoura.

HCCC cars in the results were Scott Newlands taking out second overall in the Integra (which is just a ridiculously good result from a naturally aspirated front drive car), Webster in 8th, and Andrew Thomson 11th (and first in class).

It was a relatively clean day, although a couple of the old-boy racers got themselves into scrapes! Ian Hendra did a big straight ahead just before the dipper, and apparently disappeared from sight, other than the rear bumper. Fortune smiled though, and he was hauled back onto the road without damage. Shane Atkinson wasn't so lucky in his Civic. I haven't actually heard what happened, but it looks like some pretty serious rear corner vs bank contact has taken place.

My goal this year is actually to reduce the amount of events that I'm doing, as while it has been fun having a play at both tarmac and gravel events, it is a bit too time and money consuming trying to keep two "race" cars maintained, developed, plus of course road legal. So I'm reducing the fleet, and will just concentrate on gravel and grass events in the Corolla. The Altezza will be heading down the road, and once I've done the South Island Rally roads tour (which is why I won't be at April Clubnight by the way), the Legacy will also be sold. That way, I will in theory actually have sufficient parking at my house, to actually contain all my vehicles ... I've had to store a car over at Brendon and Stacey's house for the last several months, which has done no favours at all to the condition of their lawn!

That's it from me for now. I won't see you at Clubnight, but hopefully I'll see you somewhere that features slow cars being driven as fast as we can make them go.

Leon

Rubber Duck Autocross Challenge



Round Three, The Last Duck — April 30th

Moroa Road, Tauherenikau

Gather from 8:30am — \$40 per driver, includes BBQ Lunch, and drinks.

Very road car friendly venue.

The usual road tyres only rule applies.



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For All Household maintenance &
building, including General repairs,
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The Leadfoot Festival.

Wow!--What an awesome weekend!

If you're into Motorsport of any sort I suggest you get yourself there next year. I know I will be there. I know it was a while ago now; I was a bit slack and didn't get this write up done in time.



I am not even sure where to start, so I'll take you back to late last year where the whole journey began. Subaru New Zealand, hosted a competition through social media to find the top 25 WRX's in the country to celebrate 25 years of the WRX, and the prize was having your car on display at the Leadfoot Festival, VIP tickets, other small goodies, and a big one, the top 5 chosen on one of the days would get to drive up the famous driveway! So through the power of Facebook and Instagram and much to the annoyance of my friends, I shared the heck out of this competition to get people to vote for my car and it worked, (thank you very much if you voted) I made it into the top 25.

Back to February, Waitangi Weekend. Me and few others in the top 25 had organised ourselves some accommodation in Cooks Beach, about 10 mins drive from the Festival and we were all to be there for 7am, so at 6.45am our neighbours were woken to the chorus of 7 WRXs starting up and rumbling away!



Arriving at the festival we were guided to our display parking spaces next to the Subaru tent,

given a goodie bag, and our VIP passes. Just from looking around where I stood I could already see that this event is huge. So I gave the car a quick wipe down, slip slap slop of the sun cream, as the weather was looking very good and off to explore.

The first car to race up the driveway was the NISMO Nissan Leaf RC electric car, not that I heard or even saw it, I only knew it had gone past thanks to the commentary from Brain Kelly on the tannoy. The only noise it made over the whole weekend was when it bottomed out on the tight steep corners up through the trees. If these electric cars are the future of Motorsport, I'm not impressed so far. But, after that and every minute (ish) for the rest of the day was a random collection of cars, bikes, ATV's and side cars from all eras. One minute there was a drift car going up, the next it was 1927 Lagonda Special followed by a Freightliner Truck followed up by a Lancia Stratos. You get the idea, lots of variety and lots of vehicles, plus each car got 3 or 4 timed runs across the weekend.

From the Subaru tent I wandered towards the Hyundai tent because I spied the AP4 rally car used by Hayden Paddon. I found this really interesting to get to see this up close inside and out. In fact all the cars on show and the ones in the pits were available to look at closely. After that it was onto a look around the Porsche tent and their collection, the AMG tent and the Nissan tent, who had held a competition to have the top 30 Nissans in NZ on show. Then it was morning tea at the Black Barn which is situated very close to the driveway at the start of the tight twisty bits - a very good spot to watch the racing from whilst stuffing free pies and cake into my mouth.

Later on I decided to go across the Leadfoot Bridge and a walk around the pits, this was one of my favourite bits about this festival. Getting up close with the cars and having a good look inside them too and taking plenty of photos. I also got to chat to a few of the drivers, including Mad Mike Whiddett, Ben Hunt and Tanner Foust. Walking further around the pits there was a nitro-methane-fuelled 3000hp (2237kW) drag car about to start up, people gathered around it, it started, people ran away holding their ears! The noise from this thing was unreal, by far the loudest machine I have ever heard close up. I had to walk away too because the fumes got up my nostrils and it stung, a lot! Haha! It took a good 10 minutes for the pain in my nose to go away, by in which time I was over at the 'Mazda Club' writing my name, besides 1000s of others names onto the one millionth Mazda MX-5 which is to go on display in a museum in Japan.



Back to the Black Barn for Lunch; chicken sandwiches, potato salad, and a nice cold pint of beer. Afterwards, it was back across the track, up the hill and into the trees for some shade, it was getting very hot! Once up there I remembered about seeing a Ford GT going up and shortly followed by the fire crew, safety car and a JCB forklift. So I carried on towards the finish line to see the damage and wow, that's gonna hurt the bank! The Ford was sat there on the grass looking sad with whole front left corner missing!

The rest of the afternoon consisted of laying in the shade with friends half way up the hill watching some very impressive racing/drift/driing, visiting the barn for food (again) and taking lots of photos!

Day Two.

Again we woke our neighbours up nice and early and headed off to the ranch for 7am, on arrival the Subaru officials guided us into our show spaces and me and my friend Grahame were told to be back at the Subaru tent at 12 o'clock because we would be driving up the driveway today! All that sharing and annoying you all on Facebook had paid off, again!

We headed straight up the hill and into the trees to bag ourselves a good spot for the day before it got crowded, we broke out a couple of hammocks, rugs and cushions and set up camp for the day, right next to the 2nd hairpin and we could see most of the course too. We stayed here most of the morning, I even sacrificed not going to morning tea, I was too comfy and enjoying the action. A lot of the drivers were now on their final runs and trying to push for the top 10 shootouts. Others were just showing off, like Dave West in the Freightliner Super Truck, who impressively decided to drift all the way up the hill on his last run.

12pm. Time to take our WRX's to line up with a group of race cars at the bottom near the start line. We had a little brief and we're told to follow the pace car as a group up the driveway (who didn't hang around) and we could put the jandal down a if we wanted to, but no overtaking (obviously). Waiting at the starting area felt really cool, we were parked up next to race cars like Mad Mike and his RX8, a Ferrari F40 Silhouette, and the current Pikes Peak record holder in Open Wheel Class the 2006 Dallenbach Special.

After the group of cars and bikes had finished and come back down, we got in our cars ready to depart up the driveway. I was at the back of the pack and I think we all waited a while in between each car starting, so we could "have a go." I never realised how tight the course actually was, it's narrow and you have blind humps with a corner straight after, I was really concentrating until I caught up to everyone else before the actual steep twisty bits. I glanced up at the people watching, hundreds of people, cameras and phones pointing at us, I felt like a celebrity racing driver even if only for a few seconds! Haha! We continued up the hill into the trees, I slowed to allow a nice gap again and then put the foot down through the trees at the top and to the finish, I think this was my favourite bit, I think because it feels faster when in close proximity to the pine trees. We parked up at the top and waited for some other groups to come up and then had a slow cruise back down, waving at the spectators and marshals.

Lunch; Lone Star burger and chips, whilst sat back at our little camp half way up the hill and talking about how awesome the drive was.



Later in the afternoon I was back around the pits for another look around, I got chatting to Michael McLean about his Subaru WRX STi, because it is a plan of mine to have one of these for racing in the near future. It is nice to know that his car is almost completely production based and he his still very competitive. (I'm not saying that it will make me very competitive though). Sticking with Subaru, I got a closer look at the Vantage Motorsport WRX STi being driven by

Alister McRae, they were setting up for the Top Ten Shootout. I love every tiny detail on this car, even the all hose clamps look cool! It was running a whopping 850hp (633kW) engine and full tarmac specification, with bigger than usual brakes, rims and tyres.

Back to the Black Barn for afternoon tea (beer and cakes) and to watch the top ten shootouts. First it was the pre 1960 group, followed by pre 1975 then over to the top ten fastest overall, but just before that final group the drifters put on a spectacular show, a huge drift train with all the drifters, (I think) all the way up the hill. I'm not really a drift fan, but this was pretty amazing to see up close in real life.

Winning the fastest overall category was the very talented Alister McRae in his Vantage Motorsport Subaru WRX STi. He flew up the driveway in 49.43 secs, the Scottish rally star beat Sloan Cox in his Hill Climb Special Evo 8, who clocked 50.83secs. (You could see Sloan was pushing very hard on the final run) But McRae who was consistently fast all weekend and was the only driver to go under 50secs.

It was the first time the winner's trophy has gone to anybody other than a Millen family member and McRae says he "managed to get a great run at the end there." When asked if it was the perfect run, however, he laughed and says "no because Rod's gone quicker than that." His solution – "I'm coming back next year!"

Cox also vowed to return and expressed his desire to continue his pattern of going one place better each year, and you know what? - I'm going back next year too!

The 2018 event is to be held again over Waitangi Weekend - February 3 and 4, see you all there!

Mark Rutherford

Top Ten Shootout Results:

1. Alister McRae – 1998 Vantage Motorsport Subaru WRX Impreza – 49.43secs
2. Sloan Cox – 2004 Hill Climb Special Evo 8 – 50.83secs
3. Dean McCarroll – 2008 Juno SSE – 51.60secs
4. Ian Ffitch – 2002 BRM 1000 Super Quad – 51.72secs
5. Andrew Hawkeswood – 2016 Mazda 2 AP4 – 52.22secs
6. Greg Murphy – 2016 AP4 Holden Barina – 52.25secs
7. Carl Ruiterman – 2009 Subaru WRX STi – 52.55secs
8. Paul Dallenbach – 2006 Dallenbach Special – 52.62secs
9. David Donner – 2005 Donner/Dykstra Pikes Peak Special – 54.80secs
10. Leigh Hopper – 2004 Subaru STi C Spec RA – 75.21secs

1960 – 1975 Category

1. Rod Millen - 1975 Mazda RX3 - 52.75secs
2. Clark Proctor – 1973 March 73A F5000 - 52.93secs
3. Paul McCarthy – 1974 Ford Escort RS1600 – 54.01secs

Pre 1960 Category

1. Robert McNair – 1931 Riley Nine Special – 63.33secs
2. Ray Ferner – 1932 Ralph Watson BSA FW32 – 63.35secs
3. Steve Day – 1959 Briggs Mercury V8 Special – 65.53sec

Best in Show

1. Al Unser Junior – 1915 Stutz
2. 'Fanga' Dan Woolhouse – 2016 VF Holden Commodore
3. Ernie Nagamatsu – 1959 Old Yeller 11 Buick Special

Wellington Motorsport Association Calendar 2017

As at : 18 March 2017

April	1	BR	Track Day series round 1	Manawatu	Manfeild	
	2	WG/BD	Race (Summer Series Round 3)	Manawatu	Manfeild	
	6		WMSA PRIZEGIVING		HVMC Clubrooms	
	8		Fordell Gravel Sprint Rally Otago	Wanganui	Matarawa Road	ERS
	9		Rally Otago			
Good Friday	14	JR	Sealed Hillclimb	HVMC	Reynolds Bach Dr., Silverstream	
Easter Monday	17					
	22					
	23	TS WG	Gravel Sprint The Surgery Sprint (Intermarque) Motorkhana/Autocross	Wairarapa Manawatu	Puketiro Road Manfeild Manfeild (back track)	GS IM
Anzac Day	25					
	29		Rally Whangarei (Int)			
	30		Rally Whangarei (Int) Sealed Sprint/Hillclimb Autocross (Rubber Duck)	Manawatu Harbour Capital	Otara Road, Ohingaiti Tauherenikau	ERS KN
May	6		Race + Single + Dual Sprint	Triumph	Bruce McLaren Park (Track 3)	
	7		Gravel Sprint	Levin	Gladstone Road	GS
	14		Race (Charity Classic) Gravel Sprint	MG Taihape	Manfeild Pukenua Road	ERS
	15		WMSA Meeting			
	20		¼ mile and possible bent sprint Dual weekend (sealed)	Wairarapa Wanganui	Masterton Motorplex Pukerimu Road	
	21		Dual weekend (sealed)	Wanganui	Okoia Hill	
	27	GG/WG	MSNZ AGM		Wellington	
	28		Sealed Autocross	Hutt Valley	Trentham	KN
June	4		Race (Winter series round 1) Rally Canterbury	Manawatu	Manfeild	
Queen's B'day	5					
	10		Gravel Sprint	Dannevirke	Tararua Road	ER
	18		Sealed Autocross (4.5 km)	Manawatu	Manfeild	
	25		Sealed Autocross Autocross	Hutt Valley Wanganui	Trentham Loaders Quarry, Maxwell	KN
July	2		Race (Winter series round 2)	Manawatu	Manfeild	
	8		Nelson Rally			
	9		Gravel Sprint	Levin	Waiorongomai Road	GS
	16	AW	The Surgery Sprint (Intermarque) Autocross	Manawatu	Manfeild Manfeild (back track)	IM
	23		Autocross	Wanganui	Loaders Quarry, Maxwell	
	27	All	Stewards Meeting		Stokes Valley	
	30		Sealed Autocross	Hutt Valley	Trentham	KN
August	6		Race (Winter series round 3)	Manawatu	Manfeild	
	13	WG	The Surgery Sprint (Intermarque)		Manfeild	IM
	20		Autocross	Manawatu	Manfeild (back track)	
	21		WMSA AGM / quarterly meeting			
	26		Rally Coromandel			
	27		Sealed Autocross Autocross	Hutt Valley Wanganui	Trentham Loaders Quarry, Maxwell	KN
September	3		Race (Winter series round 4)	Manawatu	Manfeild	
	9					
	10	PT	The Surgery Sprint (Intermarque)		Manfeild	IM
	16		Mini Pikes event (gravel)	Wanganui	Rangitatau East Road	
	17		Track Day Series round 2	Manawatu	Manfeild	
	23					
	24		Sealed Autocross Autocross	Hutt Valley Wanganui	Trentham Loaders Quarry, Maxwell	KN
October	14		Rally Waitomo			
	21		Race (Octoberfast)	Manawatu	Manfeild	
	22		Race (Octoberfast) Sealed Sprint	Manawatu Hutt Valley	Manfeild Port Road, Seaview	DM/Sc
Labour Day	23					
	29		Sealed Sprint (Hillclimb)	Wairarapa	Admiral Road	DM/Sc

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 4397616 (John_)	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	
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz	



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2017 Summer Gravel Sprints

Round 2 of the 'Engine Room' Gravel Sprint Series was at Pattison Road (20km east of Dannevirke). This was my first time competing in Hawkes Bay in my car. It was a three hour trip from home.

A beautiful morning dawned with sun strike on the way into Waipukurau. The pit area was at the start of the road in the now closed Oueroa School grounds.

After doc/ scutineering /drivers briefing we had a convoy run up the road before practise and 3 runs. The course was 3.2km long with a bit of everything from tight twisty corners, up and down hills, to fast and slow sections. Practise gave us a real feel for the road which was hard and dusty.

It took me 3 runs to master one corner. It was a tightening left after a fast uphill. My co-driver encouraged me into 3rd gear but I keep out braking myself. First time we went off the road into the grass just turning to miss the fence. Second time I braked sooner but still into the grass before turning back onto the road. Third time, braked turned and gunned it to stay on the metal. YAH HU, oh the relief. Each run I was getting more confident especially on the 3rd gear corners and was really happy to improve my time on every run.

The last left hand corer before the finish was also a challenge. The MKI escort hit the cone marking the finish (missing the timing gear) but got a time. But Chris Gracie (civic) slide over the edge down the grassed slope to rest against the fence. Fortunately little damage but he had

stopped a car length short of the finish line so recorded a DNF

This was a fast course so the top 9 were all 4WD. Daniel Feck (GTO 4WD) did a 2.27.20 to win the day. The first 2WD was the mighty Robin Feck Imp.

Another great piece of road. Highly recommend it. The trip home wasn't bad with a couple of stops. I am now looking forward to the next event at Otaira Road.

Brian Craig

Kahinau Rd

So, I've been doing this motorsport thing for more than 12 years now and after a wee bit of a break, I was super excited to get back out on Kaihinau Road, which is my overall favourite event on the calendar!

I'd been watching the rain forecast like a hawk all week and was really pleased to see the rain was mostly staying away up there, despite the torrential downpours everywhere else! I'm not a fan of racing in the wet, you see - yup, I'm a bit of a wuss like that! So, I was pleased that my practice run was relatively dry and my confidence was building back up again. Sadly, the rain came down again before my first official run and the slippery conditions caught me out!

A friend was coming up from Wellington to go for a ride with me and she arrived as I was lining up for that first official run, so had to wait for the next one. While on the start line, Peter tells me that there is a ladies award up for grabs today. I told him he really shouldn't have told me that, because I was only doing this event for me, to find my feet again!

And then it was go time... I only got as far as the first corner and I felt the grip disappear, as we started heading off towards the edge of the road - I was thinking "oh no, this is it! This is what it feels like to crash.." So many things were flashing through my mind in those few seconds and I just couldn't re-gain control. It was pretty scary to just feel like a passenger, hoping for the best! Two years away from tarmac probably didn't help and I just defaulted to my pre-motorsport self and went in to panic mode.



Fortunately, the car landed between some nasty steel beams and a fence, our fall broken by a lovely little tree that only left a small mark. If not for that fence, we would've been upside down at the bottom of the paddock below, so I thank my lucky stars for that fortunate location.

Leon was in the car with me and instantly took control of the situation, by telling me to turn the car off and checking I was ok. My hysteria was short-lived, thanks to Leon's level of calm and control and we both got out of the car safely through the passenger door. By the time we were ready to climb back up to the road, help had arrived!

Peter came up and gave me a big hug and said "I'm sorry"... I could've hit him, because he

needed to be sorry! haha I did just laugh, because what else can you do? My friend appeared at the hill above the road and called out "what are you doing down there?". I felt terrible that she came all that way only to miss out on a ride. Although, if she had arrived ten minutes earlier, she'd have been in the car, so maybe there was some luck at play?

Brendon had decided not to come along that day, so I sent him a quick update and told him that I just felt like an utter dick! I couldn't believe this had happened and I expected him to be mad, but he was only concerned for me.



The decision was made to tow the car back out immediately, in case someone else exited the road at the same corner. This was done very quickly and efficiently and we soon discovered that all four wheels were still pointing forward and the car still drove fine!

I was encouraged to tape up the bumper and headlight and do another run, which I was keen to do, even if it was just a cruisey drive through the course to re-gain some confidence. After talking to Brendon on the phone though, we decided it was best not to, just in case there was a crushed brake line or the like that we hadn't yet seen.

Everyone there was super supportive and the general "shit happens" attitude rang true - it's the nature of the sport and every time we get behind the wheel, we know the risks! These things happen and I am thankful it wasn't much worse. There were many efforts of light comic relief and everyone made me feel so relaxed about it all, which helped avoid the massive breakdown I always thought I would have in this situation!

Peter felt really sorry for my friend and managed to scrounge a ride for her from another driver, so she didn't miss out all together! She was pretty stoked.

We cable tied & taped up what we could, I returned my numbers and we packed the car up to drive home. Apart from all the dirt & stones falling out of the sump guard as we drove, the car made it home just fine.

I was a wee bit nervous about what Brendon would say when he finally saw the car with his own eyes, but the nerves went away instantly, because he was happy to see me and continued the "shit happens" vibe.. As he said, it could just as easily have happened to him! Naturally, he'd already been busy sourcing some replacement panels and lights, so we can't lose any momentum in our re-entry to the sport.

Brendon's always said tarmac is evil and gravel is where it's at, but gravel has always freaked me out - maybe now I can agree that tarmac is just a little bit evil?

But hey, you live and you learn! I'm just super grateful to everyone that was there and the support that came in online as well – this all made it much easier to handle! I will race again...

Stacey Glendinning

Otaria Road Gravel Sprint

Round 3 of the 'Engine Room' Sprint Series was at Otaria Road (west of Dannevirke). I had heard this was a good event so was keen to enter.

The course was 1.9km long. A there and back with a flying start and finish. The first half was mostly downhill with a U-turn at a tractor tyre before climbing to the finish. This year at the turn around the grass had been removed from each side of the road to give a wide metal area. Much better than the turning area at Wairongomai Road (Otaki)

We started with a convoy look at the road before doing our 3 timed runs to determine our seeding for the afternoon elimination runs.

It was hard to judge the road in the convoy so the first run as my warm up. I put the pedal down on the second to take 10sec off my time. I started to really enjoy the road as it is a technical course with the downhill, the turn around and the uphill.

The only off was Andy in the Legacy who slide off into a fence on the right side. But after being towed out he continued his runs. The other thing about this venue is that from the top of the hill you can see almost the full course. So after some viewing and lunch we did our third run taking another 5 sec of my time.

After seeding the field of 21 we were split into groups of 3. Each group ran with the fastest going on to run against the next group. The winner then going on, and so on until the fastest 4 run off to get the event winner.

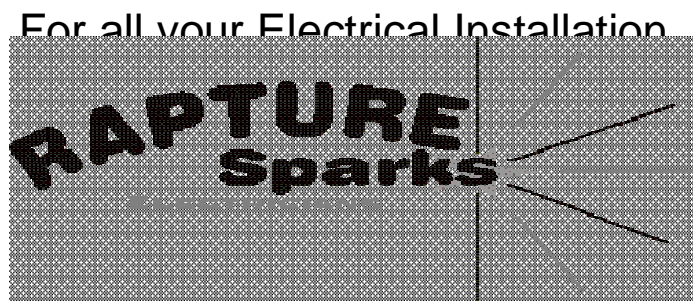
I was in the first group to run and did my best time. It was good enough to win the group and so I got on to run against the next group. In the extra run I improved another second but was eliminated.

So back onto the hill to watch the elimination runs. Rex Visible got to the second last group but was beaten into the final 4. The final 4 did: Robin Feck (Pulsar GTI) a 1.53, Michael McLean (Subaru) 1.51, Don McLean (Subaru) slow - bent steering, and Daniel Feck (GTO 4WD) did a 1.48 to win the day.

So with the sun beating down it was hot work changing tyres. And I was the last to leave to go to the prize giving at the Dannervirke Car Club Rooms.

Good venue, great road, interesting format made for an enjoyable day. Best of all I got to drive 2 hours home and think about the next event – Day/night at Tea Creek next weekend.

Brian Craig



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Alexandra RD

Well, what a fantastic event, and a great finale to the Duncan McKenzie Series. The competition was so tight, many placings came down to 10ths and 100ths of a second. We hope you all enjoyed the event. It certainly was a pleasure to bring you a good day and good competition, with 52 entries.

Congratulations to those who got the podium, both overall and for the Classes, but thank you all for competing. Attached is a copy of the results for your reading pleasure.

A big thank you to our organising team, as well as the MSNZ Steward and all of the marshals and volunteers on the day. It is a big event to organise and manage in such a public venue. So your hard work is greatly appreciated.

Finally a thank you to our sponsors and supporters. The main ones being Harbour City Security, Kennards Hire, Nationwide Fire, E G Glennie Plumbers, Drummond Shock Absorbers.

Until next time – WCC Committee

ALEXANDRA ROAD HILLCLIMB 19 MARCH 2017																	
Running Order	Car No.	Class	Driver	Club	Car	Capacity	Practice	Timed Runs			Fastest	Ranking Overall	Class Ranking				
								1	2	3			A	B	C	D	E
1	28	E	Danny Picard	HVMC	Mirage	2000 T	00:47.77	00:46.36	00:45.98	00:45.61	00:45.61	1					1
2	788	D	Scott Newlands	HCCC	Integra	2080	00:49.44	00:46.32	00:47.84	00:47.65	00:46.32	2					1
3	7	D	Ryan Stevens	Wellington	RX7	3978	00:49.02	00:46.95	00:46.62	00:47.36	00:46.62	3					2
4	22	D	Ajan Austin	HVMC	RX7 S6	4000	00:48.15	00:46.70	00:46.90	00:47.09	00:46.70	4					3
5	8	C	Tim Sillay	HVMC	Swift SE3B	1986	00:49.37	00:47.62	00:47.17	00:47.44	00:47.17	5			1		
6	884	E	Cameron Ross	HVMC	Evo 6	2000 T	00:50.26	00:48.45	00:47.52	00:47.29	00:47.29	6					2
7	28	D	Tim Steeneklin	HVMC	MR2	3000	00:50.56	00:48.90	00:48.85	00:47.88	00:47.88	7				4	
8	23	D	Webster Gough	HCCC	Starlet GT	1331 T	00:49.39	00:48.63	00:48.06	00:48.04	00:48.04	8					5
9	21	C	Matty Rule	HVMC	Civic	1795	00:49.81	00:49.67	00:49.20	00:48.09	00:48.09	9			2		
10	60	D	Euan Beattie	Levin	Starlet	2278	00:50.41	00:48.83	00:48.46	00:48.53	00:48.46	10					6
11	18	B	Andrew Thompson	HCCC	Corolla	1587	00:50.97	00:48.56	00:51.19	00:49.14	00:48.56	11		1			
12	888	D	Corey Smith	HVMC	Skyline	2500	00:49.82	00:50.28	00:49.35	00:48.92	00:48.92	12					7
13	187	B	Barry Cutelli	Taranaki CC	Radical SR3		00:51.40	00:51.14	00:50.00	00:49.62	00:49.62	13		2			
14	12	B	David Graham	Wellington	Datsun 1200	1340	00:51.00	00:50.13	00:50.21	00:49.80	00:49.80	14		3			
15	16	C	Nick Chong	HVMC	Integra	1998	00:52.80	00:57.87	00:54.22	00:50.40	00:50.40	15				3	
16	8	C	Neil Rush	HVMC	Integra	1798	00:52.10	00:51.02	00:50.46	00:50.56	00:50.46	16			4		
17	63	B	Andrew Thomas	HVMC	Corolla GTi	1600	00:51.66	00:51.38	00:51.04	00:50.53	00:50.53	17		4			
18	20	D	Nigel Somerfield	HCCC	Pulsar	1595 T	00:51.85	00:51.19	00:50.99	00:52.06	00:50.99	18					8
19	98	D	Max Kempthorne	HVMC	Skyline	2498 T	00:53.61	00:51.75	00:51.43	00:51.16	00:51.16	19					9
20	39	A	Matt Hendra	MGWOG	Mini	1300	00:53.31	00:52.03	00:51.39	00:51.23	00:51.23	20	1				
21	2	C	Ian Hendra	HVMC	Civic	1800	00:53.69	00:51.38	00:52.09	10:00.00	00:51.38	21				5	
22	3	A	Don McLean	Wellington	Barina Gti	1298	00:53.92	00:52.58	00:51.97	00:51.69	00:51.69	22	2				
23	43	D	Anthony Cuccurullo	HVMC	Silva 313	2000	00:53.24	00:51.87	00:51.72	00:51.74	00:51.72	23					10
24	600	D	Blair Hughes	Triumph Sports	Commodore	4982	00:53.39	00:52.00	00:52.78	00:51.90	00:51.90	24					11
25	30	E	Anthony Futter	HVMC	Corolla 4WD	2000 T	00:52.01	00:52.93	00:52.85	00:52.06	00:52.06	25					3
26	32	D	Stephen Samuelu	HCCC	Corolla	1800 T	00:55.47	00:53.54	00:52.44	00:52.93	00:52.44	26					12
27	48	B	Josh Donohue	HVMC	Mirage	1600	00:53.44	00:53.29	00:52.44	00:54.43	00:52.44	27		5			
28	18	B	Matt Gaskin	HVMC	Corolla GTi	1600	00:55.79	00:54.50	00:53.40	00:52.65	00:52.65	28		6			
29	41	C	Peter Jensen	Wellington	Escort	2000	00:55.94	00:53.86	00:52.70	00:52.68	00:52.68	29			6		
30	6	D	Doug Hughes	Triumph Sports	Commodore	4982	00:54.47	00:52.68	00:53.70	00:54.50	00:52.68	30					13
31	33	E	Gary Innes	HVMC	Lancer	2000 T	00:54.21	00:52.91	00:53.36	00:53.23	00:52.91	31					4
32	26	E	Eli Barrington	Wellington	WRX 3s	1998 T	00:59.29	00:55.03	00:52.98	00:53.80	00:52.98	32					5
33	14	D	Sebastian Frances	HVMC	Pulsar	1998 T	00:55.36	00:53.76	00:53.42	00:53.02	00:53.02	33					14
34	24	B	Patrick Davy	HVMC	Toyota 101	1600	00:55.76	00:56.34	00:54.86	00:53.26	00:53.26	34		7			
35	4	D	Rob Cuttle	Wellington	240Z	2800	00:54.18	00:53.54	00:55.02	01:12.60	00:53.54	35					15
36	17	D	Leon Cast	HCCC	Altezza	4000	00:56.89	00:55.26	00:54.44	00:53.63	00:53.63	36					16
37	31	B	Haydn Perkins	HCCC	Mirage	1590	00:56.48	00:57.92	00:54.37	00:53.68	00:53.68	37		8			
38	28	B	Logan Keats	HVMC	Corolla	1600	00:58.02	00:55.85	00:54.86	00:54.02	00:54.02	38		9			
39	27	D	Jamie Ross	HCCC	Corolla	2720	00:56.66	00:55.54	00:54.18	10:00.00	00:54.18	39					17
40	1	C	Martin Kelly	HVMC	Charade GTs	993 T	01:00.50	00:56.81	00:54.97	00:54.50	00:54.50	40			7		
41	10	D	Hamish Reid	HCCC	Gemini	2100	00:56.82	00:55.47	00:55.73	00:55.32	00:55.32	41					18
42	36	D	Keith Millar	Porsche	911 T	3200	00:56.84	00:56.20	00:55.81	00:55.47	00:55.47	42					19
43	124	C	Brendan Falvey	HVMC	Levin	1600	01:01.42	00:57.50	00:55.48	00:55.64	00:55.48	43			8		
44	84	B	Joel Hughes	Triumph Sports	Cortina	1498	00:58.12	00:57.60	00:57.39	00:55.99	00:55.99	44		10			
45	18	C	Roger Rouse	Wellington	MR2	2000	01:02.28	00:57.80	00:56.76	00:56.25	00:56.25	45			9		
46	8	B	Paul Tapper	HCCC	Levin	1587	01:00.94	00:57.61	00:58.57	00:56.96	00:56.96	46		11			
47	13	D	Brian Worboys	HCCC	Road Rat	2284	00:56.50	01:16.59	00:57.01	00:57.14	00:57.01	47					20
48	34	D	Zach Thompson	HVMC	Starlet	1300 T	01:00.48	00:58.40	00:57.87	00:57.26	00:57.26	48					21
49	102	B	Ian Hosier	Wellington	Integra	1600	00:58.11	00:57.15	00:59.71	00:58.57	00:58.57	49			12		
50	67	C	Shane Atkinson	HCCC	Civic	1800	01:00.01	00:59.03	01:15.44	10:00.00	00:59.03	50				10	
51	83	C	Benji Hall	HVMC	Escort	2000	01:03.57	01:02.38	01:01.16	01:00.89	01:00.89	51					11
52	11	B	Luke Nelissen	HCCC	Trueno	1587	01:03.46	10:00.00	10:00.00	10:00.00	10:00.00	52			13		
53																	

Wellington Triumph Sports Car Club Classic 2WD Hillclimb Run on February 26, 2017

Placings By Class

No	Driver	Class	Club	Vehicle	Colour	CCs	Year of	Practice	Run 1	Run 2	Run 3	Best Run	Run 4	Run 5
666	Corey Smith	T	Hutt Valley	Nissan Skyline	Red	4250	1989	57.20	53.40	53.20	52.62	52.62		
50	Doug Hughes	T	Triumph	Holden Commodore V8	Silver/Grey	4982	1986	57.70	56.60	57.30	56.25	56.25	56.52	
500	Blair Hughes	T	Triumph	Holden Commodore V8	Silver/Grey	4982	1986	61.80	58.60	57.42	57.27	57.27	60.20	
13	Leon Cast	T	Harbour Capital	Toyota Altezza	Silver	4000	1998	66.10	61.00	60.00	59.71	59.71		
93	Nathan Spencer	T	Hutt Valley	Nissan Skyline	Grey	3397	1993	68.20	64.50	62.10	62.22	62.10		
36	Richard O'Brien	R	Manawatu	Mazda MX5	Red	1600	1989	61.20	59.00	57.60	56.03	56.03		
20	Nigel Somerfield	R	Harbour Capital	Nissan Pulsar	Black	2713	1999	60.60	58.30	56.60	56.83	56.60		
14	Sebastian Frances	R	Hutt Valley	Nissan Pulsar	Black/Orange	3397	1990	64.80	59.90	58.70	60.69	58.70	56.26	
402	Zach Thompson	R	Hutt Valley	Toyota Starlet	White	2210	1986	56.10	63.10	62.80	61.97	61.97	61.76	62.94
199	Stephen Gray	I	Hutt Valley	Toyota Corolla	Black	2720	1986	59.00	57.30	56.60	55.91	55.91	56.45	
299	Glen Taylor	I	Hutt Valley	Toyota Corolla	Black	2720	1986	63.20	60.30	59.20	58.10	58.10	57.91	
2	Logan Keats	I	Hutt Valley	Toyota Corolla	Red	1600	1985	63.90	62.50	58.60	61.39	58.60	59.17	58.88
3	Stephen Sammeu	I	Harbour Capital	Toyota Corolla	White	3060	1985	61.10	59.40	58.60	58.96	58.60	58.07	
197	Barry Cutelli	U	Hutt Valley	Radical SR3	Black/Green	1340	2005	57.50	54.30	53.65	53.06	53.06		
26	Tim Steeneken	U	Harbour Capital	Toyota MR3	Black	5100	1990	56.60	54.30	54.07	54.10	54.07	53.76	
23	Webster Gough	U	Harbour Capital	Toyota Starlet GT	White/Green	2263	1991	56.50	55.00	55.50	55.64	55.00		
25	Russell Cloughley	U	Hutt Valley	VW Golf Gti	White	3373	2006	57.60	56.80	55.30	55.30	55.30	56.13	
1	Brian Worboys	U	Harbour Capital	Road Rat	Red/Green	2285	1999	62.10	60.60	58.60	59.10	58.60	58.64	

Fast WHEELS Greg Murphy downsizes

Murphy drops four cylinders

Story and pics by Alistair Davidson

V8 Supercar ace Greg Murphy has dusted off his crash helmet and come out of retirement, but he's swapped V8s for a small four-cylinder. Not only that, this time he'll intentionally be going sideways at high speed.

Murphy's new ride is a brand new Holden Barina AP4 (Asia Pacific) rally car prepared by RDL Motorsport, developed specially for the New Zealand Rally Championship. Andrew Hawkeswood and Norm Soo's Force Motorsport prepped the bodyshell and developed and installed the suspension before RDL took care of the rest of the build. It's part of a two-car team, with the second Barina being piloted by Cantabrian Josh Marston. The team's first car was revealed at a launch function held at Hampton Downs in the Waikato on February 1.

Holden is a brand that's famous for V8 Supercar racing, V8s, large cars with rear wheel-drive. Greg Murphy racing a Barina is a concept that some die-hard petrol heads will struggle to get their heads around, but not Murphy; he's looking forward to the challenge. "Running at the back of the WRC field is something that excites me," quipped Murphy, who went on to explain that he will be "parking 95 per cent of what I know and starting all over again".

Murphy is excited about the change to something new. Getting out of the car at the end of stage (during testing) he feels like a kid in a candy store, "like I'm karting again".

"The biggest thing will be maintaining concentration when things change so much," explained Murphy. "Every metre, and the next metre, is different. On a track you can do 100 laps trying to perfect a corner, but in rallying you only have one shot at it, and there's a fine line between getting it right and getting it very wrong."

Fellow Barina driver Marston is 'confident that he'll (Murphy) be at the pointy end before too long', a sentiment that's shared by Murphy's experienced co-driver Mark Leonard. "I could feel straight away that he's a good driver, whether on shingle or tarseal," said Leonard. "Josh (Marston) will be quicker, I'd like to see Murphy pushing Josh along."

"Concentration is such a big thing. Murphy is fast on long straight sections, but he's a little slow on tight, grassy, slippery stages."

Murphy's debut in the AP4 Barina at the recent Leadfoot Festival suggests that 'slow' is a relative term. He qualified for the Top Ten shootout, where he finished a very credible sixth place overall. His 52.25secs run in the shootout was a mere .03secs behind Andrew Hawkeswood in a 2016 Mazda 2 AP4.

"The team and I are thrilled with how well the weekend went, considering it was the debut of a brand new car," said Murphy. "I can't wait to get it on the loose stuff for some rally action in the gravel." The second Barina in the team is still under construction and will be ready for the start of the New Zealand Rally Championship in April.



■ The Barina was stripped at RDL then the body and suspension fabrication was done at Force Motorsport. The car then went back to RDL for the balance of the build. A far cry from the road-going version, the AP4 is powered by a GM 2.0-litre four-cylinder that's been reduced to 1.8-litres; its Garrett GTX 2860 turbocharger boosting power to 350hp, and 500Nm of torque. It has a six-speed sequential gearbox.



■ The Barina is all-wheel drive; brakes are Brembo calipers with AP cylinders, and a Tilton pedal box.



■ Murphy and Leonard sit in Racetech seats, while Murphy monitors the Motec dash.

Duncan McKenzie Sealed Sprint Series

Championship

Name	Car	Class	Club	Shelly Bay	Port Rd 2	Admirals	Port Rd 1	Kaihinau	Alexander	Total
Daniel Picard	Mirage T	E	Hutt Valley	20	16	20	5	20	20	101
Alan Austin	RX7	D	Hutt Valley	13	13		20	13	11	70
Ryan Stevens	RX7	D	Wellington	16	10	13			13	52
Matty Rule	Civic	C	Hutt Valley	3	8	1	16	7	6	41
Andrew Thomson	Toyota	B	Harbour Capital	11		10		10	4	35
Euan Beattie	Starlet T	D	Levin			11		16	5	32
Tim Steeneken	Toyota MR2	D	Hutt Valley		4	6	13		8	31
Tim Sillay	Mallock	C	Hutt Valley		20				10	30
Barry Cutelli	Radical	C	Hutt Valley		11	16			2	29
Jared Rush	Integra	C	Hutt Valley		7	5	10	4		26
Webster Gough	Starlet T	D	Harbour Capital		3	7	9		7	26
Tim Gaskin	Escort	D	Hutt Valley		9		11			20
Scott Newlands	Integra	D	Harbour Capital	4					16	20
Vivian Eden	WRX	E	Hutt Valley	8		9		2		19
Matt Gaskin	Skyline	D	Hutt Valley	1	6	8	2			17
Neil Rush	Integra	C	Hutt Valley				7	8		15
Cameron Ross	Evo 6	E	Hutt Valley					6	9	15
David Graham	Datsun 120	B	Wellington					11	1	12
Marty Smith	Legacy RS	E	Wellington	10						10
Andrew Thomas	Corolla	B	Hutt Valley	7		3				10
Jeff Ward	Legacy	E	Wellington	9						9
Don McLean	Barina	A	Wellington					9		9
Russell Cloughley	VW Polo	D	Hutt Valley				8			8
Geoff Warren	Impreza WRX	E	Hutt Valley	6						6
Alex Ebbeling	Integra	C	Levin				6			6
Oli Hendra	Civic	B	Hutt Valley	5						5
John Mines	JRM	B	Hutt Valley		5					5
Anthony Futter	Corolla 4WD	E	Hutt Valley					5		5
Blair Hughes	Commodore	D	Triumph			4				4
Max Kempthorne	Skyline	D	Hutt Valley				4			4
Alan Groves	Impreza WRX	E	Harbour Capital		2		1			3
Cam Garthwaite	Mirage	B	Harbour Capital				3			3
Steve Saunders	Datsun T	D	Levin					3		3
Corey Smith	Skyline	D	Hutt Valley						3	3
Seb Frances	Pulsar T	D	Hutt Valley	2						2
Stu Andrews	RX3	D	Wairarapa			2				2
Loren Brookes	WRX	E	Harbour Capital		1					1
Hayden Perkins	Mirage	B	Harbour Capital					1		1
				115	115	115	115	115	115	690



Name	Car	Class	Club	Shelly Bay	Port Rd 2	Admirals	Port Rd 1	Kaihinau	Alexander	Total
Andrew Thomson	Corolla	B	Harbour Capital	20	13	16	11	16	20	96
Barry Cutelli	Radical	B	Hutt Valley		20	20	13		16	69
Andrew Thomas	Corolla	B	Hutt Valley	16	10	13	2		11	52
Don McLean	Barina	A	Wellington		6	9	9	13	9	46
Oli Hendra	Civic	B	Hutt Valley	13	11		16			40
Josh Donohue	Mirage	B	Hutt Valley	7	1	8	6	9	8	39
Haydn Perkins	Mirage	B	Harbour Capital	10		7	3	11	5	36
Dave Graham	Datsun	B	Harbour Capital					20	13	33
Matt Hendra	Mini	A	Hutt Valley		4	10	7		10	31
Cam Garthwaite	Mirage	B	Harbour Capital		9		20			29
James Sillay	Imp	A	Hutt Valley		7	11	10			28
Mike Galvin	Levin	B	Wellington	11				10		21
Logan Keats	Corolla	B	Hutt Valley		5		8		4	17
John Mines	JRM	B	Hutt Valley		16					16
Justin Wright	Mini	A	Hutt Valley	9			5			14
Patrick Davy	Levin	B	Hutt Valley	8					6	14
Lee Herd	Levin	B	Harbour Capital		8					8
Joel Hughes	Cortina	B	Triumph			4			3	7
Matt Gaskin	Corolla	B	Hutt Valley						7	7
Dayle Brock	Barina	A	Wairarapa			6				6
James Barlow	Civic	B	Wellington			5				5
Ian Hosler	Integra	B	Wellington				4		1	5
Chelles Roberts	Mirage	B	Harbour Capital		3					3
Dick Butters	Mirage	B	Harbour Capital			3				3
Dean Herd	Levin	B	Harbour Capital		2					2
Paul Tapper	Levin	B	Wellington						2	2
Luke Nielsen	Corolla	B	Harbour Capital				1			1

94 115 112 115 79 115 630

A BIG “THANK YOU” TO THIS MONTHS CONTRIBUTORS.
 (little room left for jokes – Ed.)

WELL DONE FOLKS!

The Wisdom Of Age 1

Yesterday morning I bought two six packs of beer on sale at the Liquor Store; I placed them on the front seat of the car and headed back home.

I stopped at the service station where a drop-dead gorgeous, almost blonde was filling up her car at the next pump.

It was very warm and she was wearing tight shorts and a light top which was wide open.

She glanced at the beer, bent over and knocked on my passenger window.

With her bra-less breasts almost falling out of her skimpy top she said, in a sexy voice, I'm a big believer in barter, old fellow. Would you be interested in trading sex for beer?"

I thought for a few seconds and asked, "What kind of beer you got "?

The Wisdom Of Age 2

Four old retired guys are walking down a street in Yuma, Arizona. They turn a corner and see a sign that says, "Old Timers Bar - ALL drinks 10 cents." They look at each other, and then go in, thinking, this is too good to be true.

The old bartender says in a voice that carries across the Room, "Come on in and let me pour one for you! What'll It be, gentlemen?"

There's a fully stocked bar, so each of the men orders a Martini. In no time the bartender serves up four iced Martinis - shaken, not stirred - and says, "That'll be 10 Cents each, please."

The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40 cents, finish their martinis, and order another round.

Again, four excellent martinis are produced, with the Bartender again saying, "That's 40 cents, please." They pay the 40 cents, but their curiosity gets the better of them. They've each had two martinis and haven't even spent a Dollar yet.

Finally one of them says, "How can you afford to serve Martinis as good as these for a dime apiece?"

"I'm a retired tailor from Phoenix," the bartender says, "and I always wanted to own a bar. Last year I hit the Lottery jackpot for \$125 million and decided to open this Place. Every drink costs a dime. Wine, liquor, beer - it's all the same"

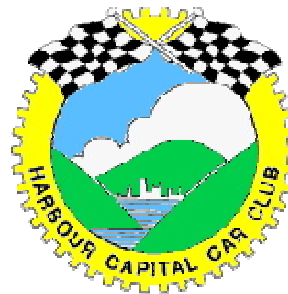
"Wow! That's some story!" one of the men says.

As the four of them sip at their martinis, they can't help. Noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there.

Nodding at the seven at the end of the bar, one of the men asks the bartender, "What's with them?"

The bartender says, "They're retirees from New Zealand.

They're waiting for Happy Hour when drinks are half-price."



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