



WHEELSPIN

May 2017

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Clubsport Champs 2017

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 3rd May 2017 @7:30

ANNUAL PRIZE GIVING



Well, after my previous month of much motorsport, this month technically had none. Well, none where I drove anyway.

I had a week of touring around the South Island, driving roads that were used in rally days of years (well, actually centuries) gone by. It was organised independently of MotorSport NZ, as an event to commemorate 50 years of rallying in NZ.

So it was strictly a tour, using open public roads, no element of competition involved.

The event started on a Saturday night in Picton, and then finished on Friday in Balclutha - with sufficient time to then drive North in plenty of time to get to Rally Otago.

This was the event that I purchased the old RS Legacy for, about six months ago. So inevitably the Legacy decided to make it as difficult as possible to actually use it, because Subaru. It decided to give me a couple of flat battery events in the weeks prior, which turned out to be an alternator that decided to cook its innards. Along with Murphy and his law, it turns out that the Legacy had the least compatible alternator possible, so of course there were no available used ones. This immediately turned a simple issue into a fairly expensive new alternator (which was apparently less than a rebuild would cost). Then it failed a WOF, as one of the rear brake calipers was seized, which meant rebuild time. On the day we were due to head South, the check engine light inevitably came on, although that was only a knock sensor, apparently a common issue on the Legacy. Fortunately for my irritation, it then decided to behave again and switched the light off.

Graeme Swan and I sailed down to Picton on the Interislander, on a still smooth day, and had a team dinner with our fellow enthusiasts.

The South Island tour was a smaller group than the North, with 7 cars (8 cars on day one).

I was somewhat concerned that there were a collection of four wheel drives (not four wheel drive cars, but actual four wheel drive vehicles), and one rental Camry. At this stage, I did start to wonder what everyone else knew about the road conditions that we were in for.

We started Sunday morning with a short motorkhana course around a carpark (of an informal low speed variety), and then the cars headed away a minute or so apart.

It was straight into stunning scenery, as we wound our way through Queen Charlotte sound (which would have once upon a time been a very amusing drive, had it still been gravel), through Nelson, a few gravel stages, finishing up with a stage that ended up in a very low speed section through what did feel like a walking path at times. Completely surrounded by trees, and with multiple river crossings. The Legacy coped, but something a bit further off the ground probably would have meant less picking my way nervously through the road.

Reefton lived up to West Coast expectations, as it immediately rained, and stayed wet! We were staying at a hard case "Hostel" which was a converted Nurses home. Luckily for Graeme and I, as were Jilly and Adam. They'd booked an apartment, whilst we were in a room with basically two beds and a plug. So we, along with Marty Bertelsen and Dennis Lukies hung out at the apartment before heading into town for dinner. When I say town, I really only mean one street. However, as they had a nice pub, with an excellent smorgasbord laid on, all was forgiven.

Reefton to Christchurch was via Lake Brunner, and then Arthur's Pass. I've never been through Arthur's Pass before (or at least, if I have, I was too young to remember). It's a mind blowing bit of countryside, and wasn't too busy with tourist / general traffic. We did a few touristy type photo opportunities, and dropped in to a cafe / museum too. So it was by no means a week where our little convoy of cars was in any sort of a hurry.

The return to Christchurch unfortunately meant a return to traffic, and lots of people! I think our drive of 10km from motel to starting point took around 40 minutes of painful traffic. We didn't get to see the CBD, or the red-zoned area, which was a little bit disappointing, as I haven't been to Christchurch since the big quakes.



Christchurch to Oamaru got a bit more eventful, we had a nice "stage" through the Port Hills, which was very nice in the Legacy, as it was all tarmac, then cruised on South on the very dull Canterbury plains. As we headed inland, and pulled in to our lunch destination of "Cave", some 30km or so from Timaru, the radiator top hose sprung a leak. We patched it up with race tape, and drove very slowly back to Timaru, with the radiator cap on very loosely. Didn't lose too much water on that slow journey, and the Legacy is actually pretty economical at a steady

75km/h ... however I can't say that I'd care to do much in the way of long journeys at that sort of speed. Repco Timaru had the appropriate hose, so Graeme was able to get us back on the road.

We were an hour or so behind the rest of the group, and we had an appointment to be shown through the car museum at Oamaru, so we did the second to last stage of the day, and skipped the last stage to get us back on schedule. We definitely chose the right stage to do, as it took us through McKenzie country, which is one seriously large bit of scenery. We were driving for km's at a time in dead straight lines on gravel, before getting into some fairly gnarly territory, and picking our way around some big rocks, and a couple of fords. I think we did near 60km on gravel, during which we saw only a couple of cars.



The last stage, being the one we missed, was extremely rugged, and Adam reckoned he was running out of ground clearance in the Rav4. Which means the Legacy would have been seriously dragging its bum along the ground.

The car museum at Oamaru is small, but extremely cool. Some interesting old competition cars there, including the ex Teesdale 240RS (replica), and the genuine Group B Quattro. More memorabilia than you could shake a stick at, including a collection of panels that have fallen off various competition cars over the years!

We headed down from Oamaru to Alexandra, Alexandra to Invercargill, and Invercargill to Balclutha over the next three days. The Legacy mostly behaved, other than an air con idler spitting a bearing off, which resulted in a few interesting noises until the idler was removed entirely. Though being a fairly thirsty car, we were having to do a partial petrol fill each day, along with a full fill. Most of the days the car wasn't going to do a full day of driving without running dangerously low. Mind you, we weren't alone there, as Adam and Jilly were glugging it back in the Rav4.



Once the tour ended, we toured up to Dunedin to enjoy the rally. It was a stunner, with a start

list of near 130 cars absolutely packing out the Octagon. There were actually so many rally cars there that my brain was pretty much trying to shut down as I took it all in.

They do a good function there, with autograph signing, media interviews, and a ceremonial departure for all the cars.



It was pretty amazing to see the variety of vehicles, from the latest and greatest AP4 cars, to an Escort farm, a Porsche 911, V8 Avenger, and even a 190E Merc.

We spectated two stages on each day, in thoroughly unexpected weather. We had rain coats, rain pants, gumboots, and umbrellas. What we needed, and didn't have, was sunblock.

A couple of highlights (well, high, or low lights, depending on your point of view) were spectating on the corner where the Summerfields came to a halt with engine issues, and spent quite a lot of time trying to put the smoke back into the engine. Just before our point, there had been a fairly serious AE86 into tree incident. Luckily while the car was seriously adjusted by a tree, the occupants were in good health. On the second day, we were watching at a Ford which if attacked at speed, kicks the rear of the car into the air. Cars in the air don't turn at all well, and that results in some off-line adventures.

Somewhere during Day 2, Marty and Len had to withdraw the 0 car Legacy, after an exhaust pipe snapped off right at the front.



Mike Turfus managed to get some air, ended up in the ditch (which saw a photographer running for his life), kept it planted, drove down the ditch and thoroughly attacked a small tree with great enthusiasm. This was right at the very end of the first stage of day two, and I suspect given the level of damage to the tree, I doubt that he was able to continue far.

Wellingtonian Brent Miller nearly had a similar whoops, but at lower speed. He got offline, and stood on the brakes. Luckily the car pulled up before the scenery, and he was able to carry on undamaged.

Jilly and Adam completed the rally, with the assistance of some cable ties to hold the radiator in place.



The rally roads down South are just a totally different breed. Fast, over brows, and also fast. I can see why if you were a South Island rallyist, you'd find the type of roads that we use up this way in our gravel sprint series totally boring. The roads we're using in sprints are on average, slow, narrow, and technical. While the roads down there are just insanely fast. So if you were driving there, you'd be getting used to blasting around corners in fourth gear in a hurry.

Having now had a really good drive around the South Island for the first time in about 20 years, I'd be very keen to do it again. Other than the areas plagued by tourists, it is just such a stunning collection of empty roads. Also Rally Otago is well worth watching, and I reckon I will be flying down there occasionally for a look!

That's my waffle for the month, and hopefully next month shall involve some actual racing for me!

Don't forget, we've got prizegiving at the May Clubnight, and there are a couple of Clubnight Extra's to look forward to, with a movie night, and also a drive up to a museum in Masterton.

Leon



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WAIRARAPA CAR CLUB – Tea Creek Wobbly Weekend 25 & 26 March 2017 - Saturday



| Car # | Name | Club | Car | CC. | Prac | Run1 | Run2 | Run3 | Run4 | Fastest Day + Fastest Night | Overall | Unofficial | |
|--------------------------|--------|-----------|--------|----------|------|---------|---------|---------|---------|-----------------------------|---------|------------|---------|
| 0-1300cc | | | | | | | | | | | | | |
| No Entries | | | | | | | | | | | | | |
| 1301-1600cc | | | | | | | | | | | | | |
| 10 | Leon | Cast | HCCC | Corolla | 1587 | MT | 1.52.88 | 1.49.40 | 2.05.25 | 2.01.87 | 3.52.07 | 2 | 1.57.79 |
| 7 | Brian | Craig | HCCC | Corolla | 1587 | MT | 2.03.42 | 2.05.02 | MT | 2.22.48 | 4.26.30 | 4 | 2.01.26 |
| 5 | Norm | Anthony | DVRKE | Starlet | 1587 | 1.59.94 | 1.55.57 | DNF | 2.07.08 | 2.09.60 | 4.03.05 | 3 | 1.53.35 |
| 13 | Rob | Hayman | WCC | Chevette | 1587 | 1.52.84 | 1.50.89 | 1.49.31 | 1.56.84 | 1.55.10 | 3.44.41 | 1 | 1.50.57 |
| 1601 - 2000cc | | | | | | | | | | | | | |
| 3 | Graham | Heath | HCCC | Pulsar | 1998 | 1.55.08 | 1.47.49 | 1.43.22 | 2.02.06 | 2.02.36 | 3.45.28 | 2 | 1.44.53 |
| 6 | Chris | Hayman | WCC | Mirage | 2000 | 1.52.58 | 1.46.50 | 1.44.77 | 1.50.68 | 1.48.67 | 3.34.24 | 1 | 1.45.23 |
| 2001cc & Over | | | | | | | | | | | | | |
| 12 | Reece | Pope | WCC | Commodor | 3791 | DNF | DNF | | | | | | |
| 4 | Matt | Patterson | Kapiti | Sprinter | 3060 | 1.58.07 | 1.51.13 | 1.49.62 | 2.00.54 | 2.04.08 | 3.50.56 | 1 | 1.50.15 |
| 4WD Open | | | | | | | | | | | | | |
| 2 | Geoff | Warren | HVMC | WRX | 3400 | 2.08.92 | 1.48.95 | 1.44.98 | 1.52.77 | 1.46.77 | 3.32.55 | 2 | 1.46.24 |
| 70 | Dan | Hole | WCC | EVO3 | 3400 | 2.17.59 | DNF | 1.36.52 | 1.43.54 | 1.39.56 | 3.16.48 | 1 | 1.37.25 |
| 1 | Kim | Lace | WCC | EVO6 | 3400 | 1.48.04 | 1.44.89 | 1.43.84 | 1.59.10 | MT | 3.43.34 | 3 | 1.44.34 |

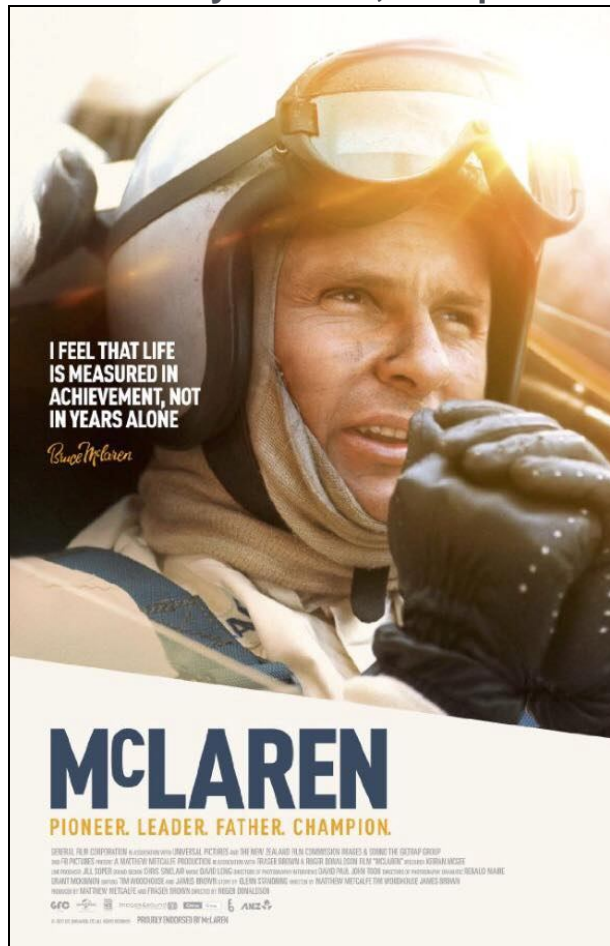


WAIRARAPA CAR CLUB – Tea Creek Wobbly Weekend 25 & 26 March 2017 - Sunday & Overall



| Car # | Name | Club | Car | CC. | Prac | Run1 | Run2 | Run3 | Sat | Sat & Sun | Weekend Overall | | |
|--------------------------|--------|-----------|----------|----------|------|---------------|---------|---------|---------|-----------|-----------------|---|---|
| 1-1300cc | | | | | | | | | | | | | |
| 14 | Kevin | George | WCC | Starlet | 1298 | 2.03.20 | 2.03.08 | MT | DNF | | | | |
| 1301 - 1600cc | | | | | | | | | | | | | |
| 10 | Leon | Cast | HCCC | Corolla | 1587 | DNF | 1.54.99 | DNF | DNF | 3.52.07 | 5.47.46 | 2 | 7 |
| 13 | Rob | Hayman | WCC | Chevette | 1587 | 1.51.24 | 1.47.13 | 1.49.73 | 1.47.90 | 3.44.41 | 5.31.54 | 1 | 6 |
| 5 | Norm | Anthony | DVRKE | Starlet | 1587 | Saturday Only | | | | 4.03.05 | | | |
| 7 | Brian | Craig | HCCC | Corolla | 1587 | Saturday Only | | | | 4.26.30 | | | |
| 1601 - 2000cc | | | | | | | | | | | | | |
| 3 | Graham | Heath | HCCC | Pulsar | 1998 | MT | 1.44.68 | 1.42.46 | 1.41.84 | 3.45.28 | 5.27.52 | 2 | 5 |
| 6 | Chris | Hayman | WCC | Mirage | 2000 | 1.45.30 | 1.41.80 | DNF | DNF | 3.34.24 | 5.16.04 | 1 | 3 |
| 2001cc & Over | | | | | | | | | | | | | |
| 19 | Hamish | McIntosh | Manawatu | RX7 | 2354 | 1.56.54 | DNF | DNF | DNF | | | | |
| 18 | Paul | Taylor | Wgtn | 550IS | 5000 | 1.40.99 | 1.54.32 | 1.55.13 | 1.51.04 | | | | |
| 17 | Peter | Langdon | HVMC | Corolla | 4000 | 1.56.62 | 1.46.23 | 1.39.58 | 1.38.41 | | | | |
| 4 | Matt | Patterson | Kapiti | Sprinter | 3060 | Saturday Only | | | | 3.50.56 | | | |
| 12 | Reece | Pope | WCC | Commodor | 3791 | Saturday Only | | | | - | | | |
| 4WD Open | | | | | | | | | | | | | |
| 2 | Geoff | Warren | HVMC | WRX | 3400 | 1.46.08 | 1.42.76 | 1.40.02 | 1.37.65 | 3.32.55 | 5.11.00 | 2 | 2 |
| 70 | Dan | Hole | WCC | EVO3 | 3400 | DNF | 1.40.19 | DNF | DNF | 3.16.48 | 4.57.07 | 1 | 1 |
| 1 | Kim | Lace | WCC | EVO6 | 3400 | 1.43.24 | 1.41.17 | 1.38.47 | 1.37.68 | 3.43.34 | 5.21.42 | 3 | 4 |
| 38 | Dick | Butters | HCCC | Impreza | 3400 | 1.54.27 | 1.51.45 | 1.49.07 | 1.51.87 | | | | |

CLUB NIGHT EXTRA
Sunday 18 June, 4 – 7pm



Join us at Penthouse Cinema in Brooklyn for a screening of the new Roger Donaldson movie "McLaren"

The story of Bruce McLaren, the New Zealander who founded the McLaren Motor Racing team. A man who showed the world that a man of humble beginnings could take on the elite of motor racing and win.

Tickets are **\$25** per person and numbers are strictly limited to **45**.

To book your ticket email Graeme Swan with the number of tickets you require on gcswan2013@gmail.com

Payments are to be made to 03-0539-0233879-025 James Swan, please include your last name as reference.

All profits from this screening will go to help the family of a HCCC member who are fundraising to purchase a mobility van for their son.

<https://m.facebook.com/jamesrarejourney/>

Wellington Motorsport Association Calendar 2017

As at : 13 April, 2017

| | | | | | | |
|------------------|----|-------|--|-------------------------|--|-------------|
| 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 | 3 | | Free Test Day | Manawatu | Manfeild | |
| | 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 | Wairongomai 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 | |
| | 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 | |
| | 24 | | Sealed Autocross Autocross | Hutt Valley Wanganui | Trentham Loaders Quarry, Maxwell | KN |
| October | 1 | | Sealed Sprint | Wellington | Shelly Bay | DM/Sc |
| | 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) Gravel Sprint | Wairarapa Levin | Admiral Road Mangahao Dam | DM/Sc GS |
| November | 4 | | Track Day round 3/Multi event | Manawatu | Manfeild | |
| | 5 | | Multi Event | Manawatu | Manfeild | |
| | 20 | | WMSA Meeting (Calendar) | | | |
| | 25 | | Speed weekend (sealed) Rally NZ - Tauranga | Wanganui | Western Line | |
| | 26 | | Rally NZ - Tauranga Speed weekend (sealed) Gravel Sprint The Surgery Sprint (Intermarque) | Wanganui Wairarapa | Brunswick Road Dorsets Road Manfeild | GS IM |
| December | 9 | | Track Day round 4 | Manawatu | Manfeild | |
| | 10 | | Race (Summer series round 1) | Manawatu | Manfeild | |

| Abbreviations | | Club Contacts | | Wgtn/Wair Stewards |
|---------------|---------------------------------------|-----------------|----------------------------|--------------------|
| KN | Kim Naylor Autocross Series | Levin | 027 442 1639 (Chris) | AW Alan Wright |
| DM | Duncan McKenzie Sealed Sprint Series | Hutt Valley | 027 439 7616 (Neil) | GG Gordon Gandy |
| ST | Stewards Trophy Motorkhana Series | Wellington | 021 717 676 (Jody) | GM Gus McMillan |
| VB | Vesta Battery round of ST series | Harbour Capital | 027 6996 838 (Leon) | JR John Rapley |
| GS | Gravel Sprint Series | Kapiti | 027 446 9986 (Bryan) | PT Paul Te Punga |
| RT | Road and Track Sprint Series | Wairarapa | 027 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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RETREADS

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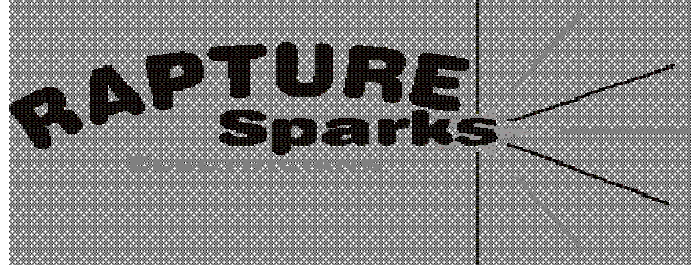
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Well, you asked for it – This is what you get as punishment for NOT submitting an article:

My Motorsporting life

I was raised in Boreham, Essex, during the 1950's

At that time Boreham airfield after the war was used for, would you believe – Formula 1 racing.

Us kids (about 10 years old) would walk across the fields and watch for free, on a course marked out with hay bales, stars like Sterling Moss, Juan Fangio and Mike Hawthorn. So the stage was set for my enthusiasm.

Over the next few years, Boreham airfield became the base for Ford's rallying, so I began to follow rallying, occasionally getting a free peek at developing rally cars on the airfield, I also began following local rallies.

It wasn't until my early 20's married and with a young family that I started to get actively involved, although I was already a member of two car clubs just for social stuff and Motorkhanas in my Austin 1100.

Now there were two types of rallies in the UK at that time; Road Rallies (the most popular) and Special stage rallies which were on either farm tracks, ex WW2 airfields or forest tracks. Stage rallies required roll cages, road rallies didn't!

It has taken the authorities some long time to twig about road rallies but they are pretty illegal now, and were totally anti-social then! This is why: no cages, loud exhausts, and the use of public roads which were NOT closed. All road rallies were run at night; starting around 11pm on a Saturday night (as the pubs closed) and running till 5 or 6 am.

All rallies were highly navigational, using ordnance survey maps to define the route.

The law stated that the average speed must not exceed 30mph (easily achievable), so routes were approved by the police showing a 30mph time schedule. However to get around this and give the driver some fun, we would run the rallies in one of two ways;

1 Very complicated navigation so that it might take 5-10 minutes to work out the correct route (passage checks were used to ensure that the route was followed). Thus the 30mph average between two time controls was totally bugged by the time you had sorted and plotted the route on the map, and the driver had to go like hell, with the navigator reading the road from a map under a magnifier.

2 Straight forward navigation, but using "Targa" timing. This system used clocks which were all set at 00:01 as due time for Car one and 00:02 for car two etc. Thus you were expected at each time control on your car number. To make it competitive the COC (often me) would drive the rally route as car zero, bearing in mind that I would already have the route marked on my map, and the fastest driver I could get, then I would race the course as fast as possible, to each time control, to set his clock at zero. (remember the competitors had to plot their route before starting) If I wanted to make it harder depending on the roads being fast or not, I would set the clock at zero minus 1 or 2.

Added to this we would introduce "selectives" where a section of the route was timed to the second rather than minute. This could be used as a tie decider (it never was to my knowledge)

The "Motoring News" championship was run this way and was very very competitive we would race at similar speeds to now, having to deal with the occasional oncoming car (they soon got out of the way after encountering a couple of cars), all this on the very narrow English country roads.

As you can see, fairly anti-social (noise checks were introduced to scrutineering in the early 70's). Another concession to the public were "Quiet Zones" and "Black spots". The latter were forbidden areas on the map upon penalty of exclusion, and quiet zones where you had to drive at 30mph or less - These were both monitored. However, it was not unusual to find angry people blocking the road or farmer's tractors across the road. (No PR work was needed before a rally)

My first rally in 1966 was as navigator to a workmate in his Rochdale GT. This car looked like an E type Jag, made of fibreglass with all Morris minor running gear, but hotted up some!



Lots of fun but no glory, Mike was not the best driver and me being a novice navvy, we got lost a lot and Mike went off a lot. One problem was that the Rochdale had a boat-like underbelly and we went into a ploughed field and sledged a while. Really hard to push it out.

After this I decided I was a better driver, so entered the next rally in my Austin 1100, with brother Reg navvying. Another inauspicious event, both being novices again. We persevered through several more rallies, and I upgraded my Austin to an MG1100 –wow!

My wife was not too impressed with me using the family car this way, so Reg and I bought a derelict Mini for 50 quid and converted it to a rally car, (seats, Halda speedpilot, MG1100 motor with a big SU carb etc. (no cage)). We had much fun in this car, especially when we beat people in full-blown Mini Coopers, and hot Hillman Imps.

Since Reg was a real whiz at everything electrical and mechanical, it was super reliable and was one of the first cars with variable and intermittent wipers (Reg found an article in a magazine telling him how to make it – at this time no manufacturer was offering them!)





This Mini was fun for a few years, we both learnt a lot; only winning one rally, and that was a Friday night 12-car event, I was the only one not taking it easy in the snow. (12 car events were closed to club events that did not need a permit)

I did navigate a 12 car event, with a mate from work in a left-hand drive 1958 Beetle. What a laugh! We went for a test run and discovered that I kept banging my head on the flat windscreen (Yeh, one of those *old V-dubs*) To solve this we slid the seat out and turned it round, so I was facing backwards, thus no head banging. On the rally, at time controls marshalls were totally confused when approaching the door only to find a driver, not a navigator with time card, then if they came around the other side, there I was facing the other way with a bucket between my legs!#*

This era was also the beginning of the “Flying Fish”; all the rally headlines were about the “Flying Finns”, and it was only natural for fellow car club members to take the piss.

My driving career ground to halt when the gearbox gave up the ghost and we had no money to fix it. Both of us brothers with young families and mortgages – you know how it is!

I started to spend my time organising rallies and night trials, marshalling time controls and serving as clerk of the course.

However, this led to my co-driving career. While chatting in the car club, Mel Davies, a Welshman with a Mk2 Cortina, asked if I would navigate for him. I did! We won, with a 70 car entry list.

He asked again a few weeks later and we won again!
So here was I with some success at last with no costs incurred – I liked that!



Word soon got around, and I soon became a much sought after commodity, since I was able to resolve the navigational problems really quickly, and also seemed to have a talent for reading the road from the map under a magnifier. So I started rallying with a vengeance, and since most of the guys were in a similar position to me (young kids etc. none of them could afford to do ALL of the rallies, but I could, so I would sit next to anybody who asked (Still do!)

During this period I was out rallying just about EVERY Saturday night, (sometimes a 12 car event on Friday night) and often would follow on a Sunday morning with a Special stage rally. On these occasions I was not a lot of use at work on Monday!

I still thought that I would get back to driving until sitting next to Malcolm Smith, who was a brilliant driver. On a special stage rally on an airfield in the midlands we were racing towards a 90 degree right into the stage finish. Loose grit caused us to spin on the 90, but quick as a flash, Malcolm straightened the car, changed gear and we crossed the finish line in reverse, no time lost. I was still wondering what the hell was going on. This is when I decided that I would never have that sort of driving ability my reflexes too slow, so I would stick with co-driving.

Malcolm, like most of us suffered financial cramp, on one rally scrutineers failed us for bald tyres, and I had to use my credit card to get some new ones before we could compete!

Here are a couple more: Tom Burke, in the Lotus Cortina, and Malcolm Smith in the Escort (1500 pushrod)



I soon started to be paid to co-drive, since every driver wanted to eliminate the uncertainty of getting the route wrong!

One of these was Fred Hall, a lovely guy with heaps of dough (he owned a tyre distribution franchise) Sadly not a great driver. He had a 3 car team; his was an 1800 BDA with all the bells & whistles. That's Fred on the right.



Rag, Tag & Bobtail

I don't remember finishing a rally with Fred. One night we were flat out on a "white" road (farm track) I called "flat out for half a mile, I'm busy plotting the route" Next thing, sudden stop! We had run head on into a haystack that the farmer had put across the track. Fred asked why I didn't tell him about it!???* My response was "I do the reading you do the driving aren't you the one looking out the window"

The guy on the left was Eddie, I sat next to him one night in Kent. Now the instruction to every driver was always this: From the time I am handed the route instruction, drive SLOWLY to the first junction, and If I have not cracked it by then — STOP. Since you would not know whether to go right or left.

Well Eddie went like a bat out of hell, despite my protests, totally lost it and we ended up in somebody's kitchen via a hole in the wall created by Eddie (this was before the first junction). Needless to say, I did not go with Eddie again, since fortunately for the rest of us he had his licence removed as a result of this little excursion

My last year in the UK was the best. Our club president was Alec Lobb. Now Alec had been a Ford works driver in the early 60's alongside Sir John Whitmore in MK 1 Cortinas.

Alec had multiple Sclerosis, so was no longer able to compete, but his son Geoff, was soon to turn 17 (when he could then drive legally on public roads). I had watched Geoff on the Autocross circuit and he had been winning. Alec asked me to give Geoff the benefit of all my experience (at the ripe old age of 29) Local and national rallies 100 pounds a rally and all expenses. Well I had to think hard about this —NOT!

Geoff passed his driving test, first attempt on the Wednesday of his 17th birthday, on the following Saturday, he won his first rally.



Well we got on like a house on fire, Geoff was a very talented driver — later, when in NZ I spotted in a magazine that Geoff's younger brother Steve, was driving Nat Champs for the Dealer Opel Team (I guess it IS in the genes)

Geoff was keen to learn and always took my advice so I found the relationship extremely rewarding. We rallied everywhere in 1974, local club events, national stage rallies and Motoring News Championship events — what a great year that was.

I had already at that time found a job in Wellington NZ , and was going through the process of selling my house We had entered the RAC rally, which was always a dream of mine, when I got a letter from NZ House to say that my family was booked to fly to NZ the week BEFORE the RAC! How could I argue with that, the NZ govt was paying our fares!

BUGGER.

The last rally I did with Geoff was based in York. On the run in to the first stage, Geoff spotted a Porsche parked at the side of the road and stopped to see if we could help. It turned out that the navy in that car was a greenhorn and was already lost! I said look guys, just follow us. During the course of the day we spent a lot of time with our new "friends" explaining all the stuff they needed to know, including driving tips to use on the stage.

Well, Geoff and I won our class; at the prize giving the Porsche driver approached me with an offer to do a European Championship with him next year.

I said fine, just get me a plane ticket from NZ every rally, and I'm all yours!

BUGGER BUGGER BUGGERRRRR

This ended my UK career but it was not long before I was back into it in NZ.

Watch out for the next thrilling NZ instalment.

Flying Fish

Last Friday I had an appointment to see the urologist for a prostate exam. Of course, I was a bit on edge because all my friends have either gone under the knife or had those pellets implanted.

The waiting room was filled with patients.

As I approached the receptionist's desk, I noticed that she was a large unfriendly woman who looked like a Sumo wrestler.

I gave her my name, and in a very loud voice, she said,

YES, I HAVE YOUR NAME HERE. YOU WANT TO SEE THE DOCTOR ABOUT IMPOTENCE, RIGHT?

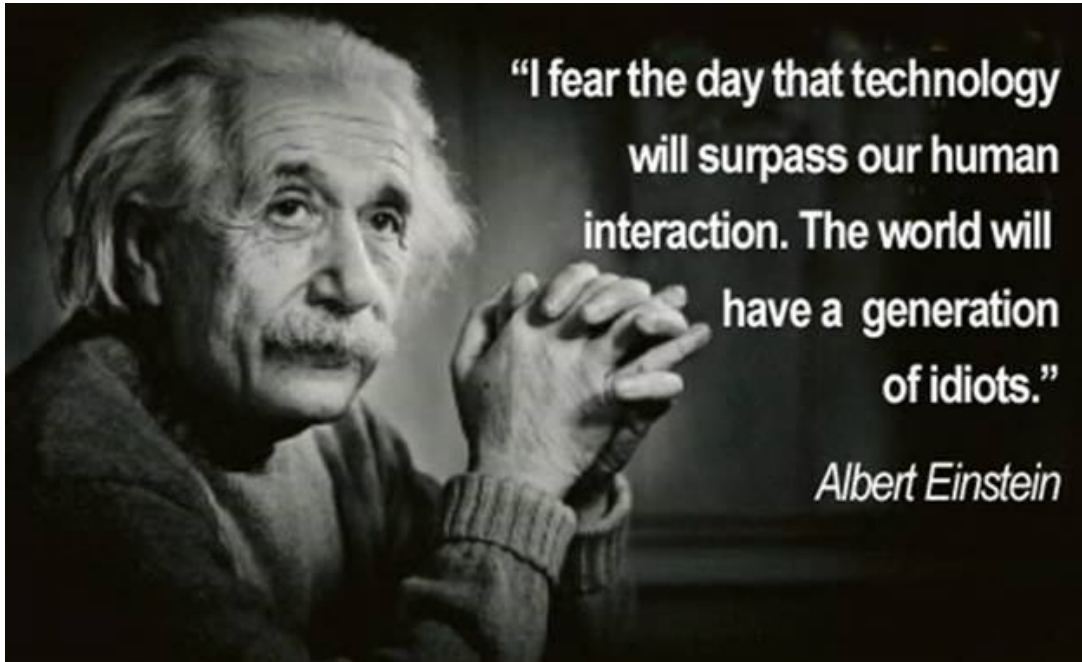
All the patients in the waiting room snapped their heads around to look at me, a now very embarrassed man. But as usual, I recovered quickly, and in an equally loud voice replied,

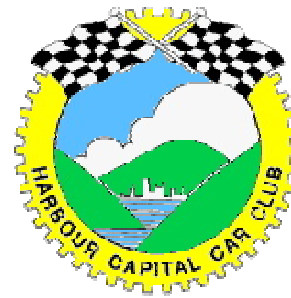
NO, I'VE COME TO INQUIRE ABOUT A SEX CHANGE OPERATION, BUT I DON'T WANT THE SAME DOCTOR THAT DID YOURS.

The room erupted in applause.

DON'T MESS WITH OLD RETIRED GUYS. WE WIN EVERY TIME.

The day that Albert Einstein feared most has arrived!





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My interests are in – (Mark relevant areas)

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