

WHEELSPIN

June 2019

www.hccc.org.nz

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COVER PHOTO

Flying Fish – Landing at Whangarei

Committee : 3rd TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1st TUESDAY 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)
TUESDAY 4th June 2019 @ 7:30



My May was relatively sedate, I had intended to go to both the Wellington Car Club coaching day at Manfeild, and also our own Neil's Wheels Rubber Duck Autocross. However insomnia had other ideas, so instead of having fun with Wellington Car Club, I stayed at home grumpy, and with a headache. So that wasn't ideal, given that I generally have a lot of fun showing the new (or learning) folk around at those events. Especially on the back-track, which is (as I inevitably say) best-track.

The Autocross definitely helped me make up for the loss though.

I was initially going to sit this event out (as far as driving goes), as the Corolla's exhaust system is fairly knackered now after the Clubsport Championship event (not because that event was particularly rough, merely that is where my exhaust decided to properly die of old age). So it sounds horrible, and it wouldn't go through a WOF in the current state.

However, sponsor and generally good bugger Neil said that I could drive Kea the GREEN! Honda City. This sounded like an excellent idea, so I took him up on it.

Also it meant that I could drive over the hill in the comfort of the Toyota 86, which has considerably more stereo and air conditioning than does my Corolla.

I had decided that on the day, I wanted to run two really different courses. One technical (slow) with a slalom in it, and one that was going to be a basic fast blast around the paddock, with room for people to slide around a bit, and generally have a play.

Mark and I headed out around the paddock with some cones, while Al and Neil scrutineered cars, and Jilly got the event administration underway.

Adam joined us, delivering cones in the Starlet.

Unfortunately, the rear panhard bolt and bush decided to leap out, and vanish into the grass.

Leaving Adam frantically looking around the paddock; eventually turning up a bush, and then having to improvise a bolt as best as possible. Yay cars ... but I guess at least it decided to be difficult that day, rather than say in the middle of the Clubsport Champs. As compared to last year, where a heater fitted sheared off that car's firewall, during the motorkhana section on day 2.

As a bit of a different thing to have happening during an autocross, HVMC members Nathan, Max, Ben, and Matt were being audio-recorded during the day by our previous HCCC member Paul Stent, for what would be turned into a Radio Hauraki ad, by NZTA, to discourage drink driving. This meant that I was running a mic during driver briefing

(resulting in my being nervous enough I managed to forget more than my usual amount of points during the briefing), and the boys were running mics during the event. Also there was a sound guy (whose name escapes my faulty memory right at this moment in time) with a boom mic, and other gear. So that was a bit of a giggle.

The first course proved to be perhaps somewhat more challenging than I had intended, as the contours of the paddock meant that there was actually a jump on the finish line. Oops!

There was thankfully a reasonable landing zone after the jump, so people were approaching it with quite a lot of enthusiasm (and speed), resulting in most of the field doing quite literally, a flying finish.

Some serious rivalry was happening (considering that we're competing for a rubber duck trophy) during the day.

Dean and Lee Herd were basically in full death match mode in the newly purchased Mazda MX5. In the way that only siblings can truly manage. They've bought that car, because the paddock is too choppy for either of their usual vehicles (Dean Altezza, Lee Starlet Glanza V), and are keen to bring the competition to Wairarapa's John Keen in the Toyota Corolla AE86, for rear wheel drive honours. Lee had one of the best jumps that I saw, achieving a jump, and then a bounce on landing.

Katrina Renshaw (typically a navigator, rather than a driver) was driving Kim Lace's Evo rally car, and was having what can only be described as an excellent sledging battle with Toby Miller, through the day, and also on Facebook afterwards. Unfortunately for Katrina, she gave Toby quite a lot of ammunition to work with, as she slid off line under braking, and used a fence post to remove the Evo's mudflap. The only harm done I believe was a bumper scrape, a mudflap removed, and some ego damage. So that was a reasonable outcome all things considered.

Keith Christmas brought a friend along to share the drive in the zero budget Mazda 121, Josh. Turns out that Josh is a bit of a demon driver, and pretty ruthless with the machinery, so he put in some really quick times and also killed hell out of the exhaust manifold in the process of doing so.

Brendon Norling pulled a fast one on his (previous gravel adventures) navigator, Jamie. He didn't actually tell Jamie he was going to be driving a car that day, he was just told to get his helmet and overalls ready for Sunday. So he figured that he was going to be sitting in the passenger seat of a car, rather than actually driving. They both had what seemed like a lot of fun, sliding the Altezza around all over the place like lunatics. A couple of times I was definitely wondering if they were actually going to get around some of the corners, given the approach speeds (and that an Altezza isn't the most nimble or light of vehicles).

The battle for fastest woman driver was a close one too, with Jilly, Cathy, and Sarah finishing in that order, each separated by a total of one second, after the two fastest course runs were added together. So absolutely nothing in it.

Neil showed me a clean pair of heels in the City, but I had an excellent time regardless, trying to carry as much momentum as I possibly could, to assist both of the available horsepower in getting me around the paddock. It's kind of like the Corolla, but more so, and in slow motion on the straights.

Al(baru) was also driving a borrowed car, sharing the Mirage belonging to Dick Butters. I wonder if Al(rage) is getting in some practice for returning one day in the Charade as Al(rade)?

There's probably a joke in there somewhere about if Al became a paid driver, they'd pay him Al(imoney). But that's too dad-joke even for me.

Our overall results were Adam Fisher (Starlet), Geoff Warren (Sti), Neil Roots (City).

As ever, it was a very much community effort, with a lot of folk helping out during the day with the BBQ, picking up cones, grabbing a stopwatch, and all the other tasks that go along with skids on grass.

Thanks to everyone helping out during the day, making things go smoothly, we were able to run the field of 37 entrants, through six timed runs.

Big thanks to Jilly, Adam, Vern, Al, Neil (doing double duties as series sponsor, and also scrutineering), Mark, Jeff Ward of Nationwide Fire Services, who has supplied the fire extinguishers that we hope very much to not need to use, and the Wairarapa Car Club, for the ongoing use of their venue.

Of events we have done, there was also the annual Prizegiving, thanks to Webster for points-keeping, and being in charge of the engraving. This year was lots of Al, Webster, myself, the Fishers. Also it was very satisfying to be able to surprise Vern with the President's Cup, for all the work he puts in around the area, for not only our club, but the other WMSA clubs too.

Looking ahead, possibly before this bulletin, there will be a Clubnight Extra at MP Autoparts on May (NOT JUNE) 28th. Our June Clubnight will be Kerri Mareeba, and Brian Schofield, who will be talking to us about their Super lap seasons, from the organiser, and competitor points of view. July Clubnight is TBA. August Clubnight will be Seb Frances talking about his electric race car project. Driving events, we have rounds 2 and 3 of the Neil's Wheels

Rubber Duck autocross events, on June 9th, and then July 21st. Those two rounds will comprise a part of the Kim Naylor autocross series.

As a note, for our June 9th event, our usual anchors Jilly and Adam will be doing a big exciting OE, so if anyone feels willing and able to be able to take a major role in helping during the day during that event (timekeeping, results data entry, BBQ chief burner, etc.) that would be much appreciated.

That's it from me for now. See you somewhere running over cones.
Leon



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

Clubnight June 4th



Guest Speaker

Superlap Wrap Up: Kerri Mareeba (organiser) and Brian Schofield (Audi loonie)

If you're ordering dinner, aim for nearer 7pm, to allow or guest speakers to get underway around 8pm

A man in Russia went to the car factory to order a car. He knew it would take ten years for delivery (thanks to communism) but still paid his money. He was told to come back in exactly ten years to collect the car. He asked whether it had to be am or pm. The car maker asked why it mattered. He said it was because the plumber was coming in the morning

Hi team, a funny thing (we'll a few of them actually) happened recently. I took up photography (i.e. making photos rather than just taking them) sometime after I stopped rallying and then we had a new house built (and now I've done all the landscaping type chores that come with that and a pile of bare clay and a fully spent build budget).

So it's been about 10+ years and maybe I've got good enough at it (photos not landscaping) to tell you about it and take up the challenge of creating a portfolio of images (12) that you might spend at least a year on, and have to show your technical abilities (OK-ish) and your artistic skills (nada) and also tells a story (and is then assessed by an expert panel of our most senior NZ Photographers - the Honours board).

Something made me choose rallying (after all it was a single specific photo that got me into rallying).

Of course after sorting out my 10 years, back shots of cars going around corners etc., and doing some planning I realised I didn't really have anything that was good enough or what I needed. (I took 6000+ shots at Otago Rally last month - and I need just 12 (still need)..

Luckily I know some rally people right, so I emailed a few, Len, Jilly & Leon. Anyhow - this story is at risk of starting to get too long to keep your interest right?.

Its Harbour Capital's 50th celebration this year - Jilly told me, but nobody is doing anything really, she said.. (little bit of shame on you - but here is a chance to fix that). I asked Leon who the President was - you'll know his Answer..

The Camera club I'm in had its 50th last year, so here is the plan that I hatched (and I'm not even an HCCC member, but I did, really did, enjoy my time in the club.. So a month on, Len and I have started to nut out how we might/will do a 'photo book, with words', to cover as much of the 50 years of the club as we can get from you and those you know/knew. I'll do the photo bits, he'll do the word bits and it will grow into at a minimum a PDF 'yearbook' that you'll get and pass on far and wide, and for those who want to spend a little and get something more 'memorable' there will be a professionally printed (and you'll have to pay, or fund raise or something for copies of that - PS it's a club owned thing not anything to make money from.

Firstly I'll need you to look back for your photos - I'm thinking as many as you like, If the club like this idea..

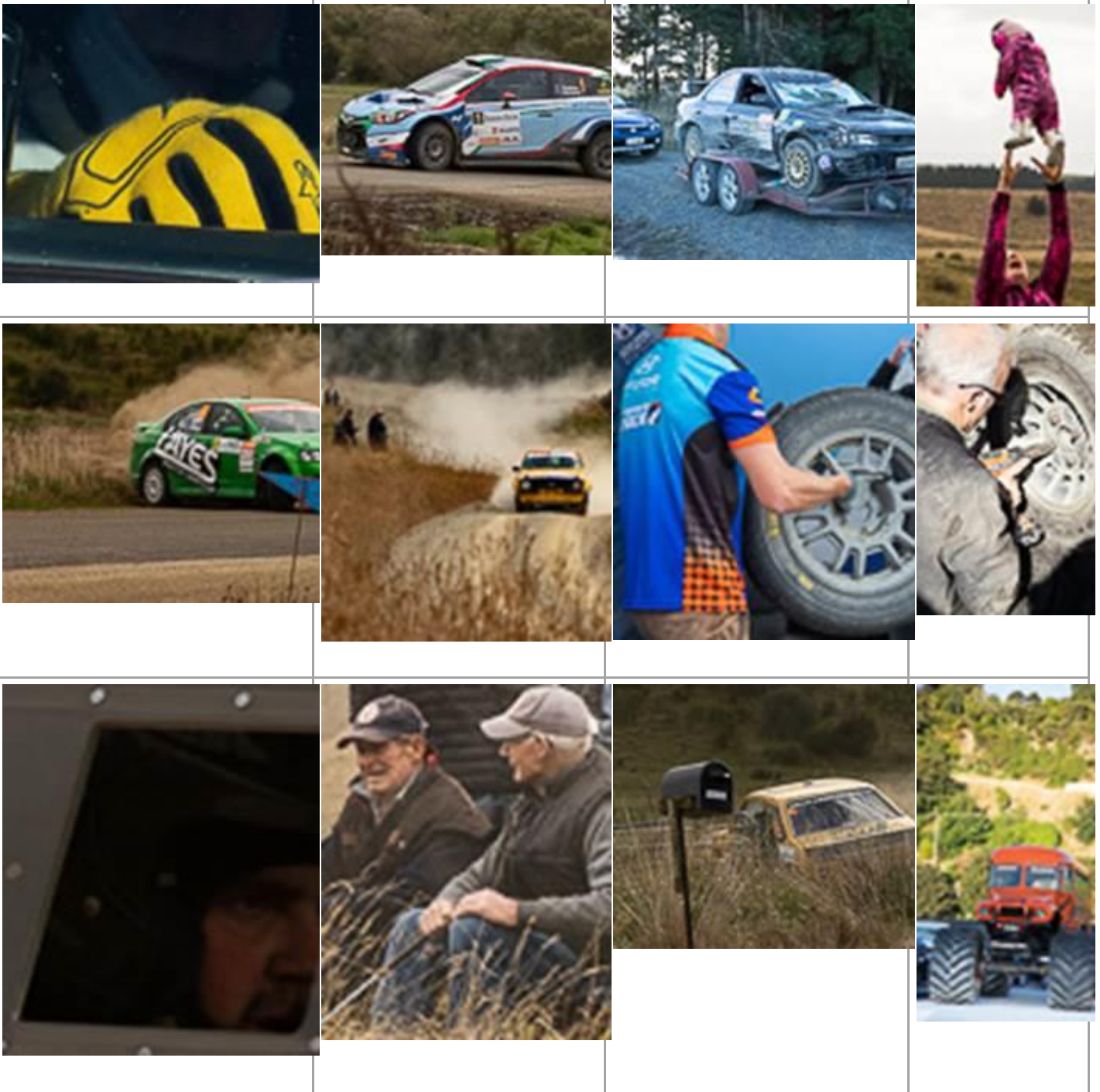
I'll setup a One Drive and share that so you can create a folder with your name and start dumping images into it, if you've only got slides, negatives or prints I can cope with that as well and we can digitise them as we need (the more you have the longer it will take me - but I can select the best and oldest looking to start the process of establishing a time line and populating it with images. Ideally we'll attribute the images to the member submitting them - but if there is anything special or that you have from somebody else we'll find a way to call that out and acknowledge them or perhaps even get permission if needed.

Len and I will do some back research with the National Library and copies of Wheelspin (I digitised mine a few years back before recycling the paper) and we'll also aim to select/interview members and friends based on their images or roles like life members to get some great stories for the yearbook.

I'm told that I will have to get a photo of Neil's shed for example, but I might need to fly the drone in to take it? Or otherwise I've a 3m carbon fibre selfie stick coming from China that might help (it's for another part of my Rallying set to make some specific images - but It's looking like I'd better setup a webpage/site and put my own project on that so this one can go up as well.

I might see you at an upcoming club meeting or even as well. To give some sort of credential to this. Here are a few of my emerging images from the Otago Rally that I started my set with; and happy to take any email suggestions or special images that you might have in the meantime.

Cheers Brian Rowe brian@examine.co.nz



A man walked out to the street and caught a taxi just going by. He got into the taxi, and the cabbie said, "Perfect timing. You're just like Brian!"

Passenger: "Who?"

Cabbie: "Brian Sullivan. He's a guy who did everything right all the time. Like my coming along when you needed a cab, things happen like that to Brian Sullivan, every single time."

Passenger: "There are always a few clouds over everybody."

Cabbie: "Not Brian Sullivan. He was a terrific athlete. He could have won the Grand Slam at tennis. He could golf with the pros. He sang like an opera baritone, and danced like a Broadway star, and you should have heard him play the piano. He was an amazing guy."

Passenger: "Sounds like he was something really special."

Cabbie: "There's more. He had a memory like a computer. He remembered everybody's birthday.., anniversaries, everything. He knew all about wine, which foods to order, and which fork to eat them with. He could fix anything. Not like me. I change a fuse, and the whole street blacks out. But Brian Sullivan, he could do everything right."

Passenger: "Wow. Some guy then."

Cabbie: "He always knew the quickest way to go in traffic and avoid traffic jams. Not like me, I always seem to get stuck in them. But Brian, he never made a mistake, and he really knew how to treat a woman and make her feel good. He would never answer her back even if she was in the wrong; and his clothing was always immaculate, shoes highly polished too. He was the perfect man! He never made a mistake. No one could ever measure up to Brian Sullivan."

Passenger: "An amazing fellow. How did you meet him?"

Cabbie: "Well, I never actually met Brian. He died. I'm married to his bleedin' widow."

Neil's Wheels Rubber Duck Autocross Series



Welcome to the second in our trilogy, featuring a shiny new sponsor, but still terrible movie title play on words

June 9th
Inglorious Ducks
Kim Naylor Series Round


July 21st
Duck Fiction
Kim Naylor Series Round

When a man steals your wife, there is no better revenge than to let him keep her.

King David

FOR SALE

2001 Renault Sport Clio 172 Rally / Targa race car

<p>Engine</p> <ul style="list-style-type: none">• Renault F4R 2 litre twin cam, 16V naturally aspirated. Replacement engine fitted Jan 2012; 1-piece Supertech valves, CAT uprated valve springs and head bolts, re-profiled cams (Catcam 421 profile)• K-Tec individual throttle bodies with optimised filter positioning• Link G4 ECU• Pure Motorsport 4-2-1 stainless exhaust manifold with heat wraps• Pure Motorsport stainless race exhaust• A/C delete kit• Additional oil cooler with thermostat• K-Tec Group N mounts (engine, gearbox, etc)• Samco Sport water hoses• Magnecor competition leads• K-Tec front strut brace• Aluminium radiator (new)	<p>Transmission</p> <ul style="list-style-type: none">• JC5-129 Cup gearbox (32k miles)• K-Tec lightened flywheel• Quaife ATB differential• Uprated clutch plate 
<p>Suspension, brakes and wheels</p> <ul style="list-style-type: none">• GAZ Gold coilovers with 2 sets springs;<ul style="list-style-type: none">○ 275# front and 225# rear – tarmac/gravel rally○ 350# front and 300# rear - circuit• Alloy top suspension mounts• DBA grooved front rotors• K-Tec uprated rear rotors• Whiteline rear anti-roll bar• New lower suspension arms• Powerflex suspension and ARB bushes• Carbon Lorraine RC5+ race pads front/rear• 6 x 15"x7" white Speedline Corsa competition rims, +38 offset• 4 x 15" x 6.5" Black Motor Sports competition rims; +30 offset• Spare (new) Carbon Lorraine RC5+ front pads	<p>Body & interior</p> <ul style="list-style-type: none">• K-Tec rear carbon fibre wing• Front bumper modified for improved air flow• Front and rear tow hooks• Strengthened jacking points• Front brake ducts• Aero bonnet catches• MSNZ homologated cage with side intrusion bars; cage & interior painted factory Iceberg Silver• Sabelt Taurus competition seats (FIA1999 rated) with side brackets and Clio seat bases• Sabelt 5 pt camlock harnesses (FIA rated)• Brantz Pro2S rally tripmeter with remote zeroing• Rallysafe fitting kit installed (including antenna)• Trackit VT30 vehicle tracker; sharkfin antenna• Graytronics intercom system• Racetech helmet hammock• Co-driver footrest• Sequential shift light• Oil pressure, oil temp and water temp gauges• First aid kit; safety triangle• MSNZ log book• LVV certification
<p>Contact Brendan on: 0274164134</p>	<p>brendonayoung85@gmail.com</p>



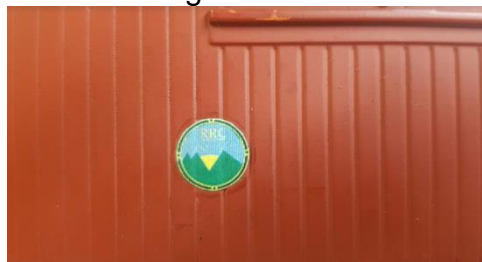
Full Circle

I received this awesome award last night: the Graeme Penhey award for total commitment. The trophy itself is unique and was created and crafted by Graeme. For anyone who doesn't know, it looks like this.

While I was looking at it and waiting for Webster to finish talking it struck me that there was a coincidence here.

In the early 90's before I knew how awesome cars and car people were, I had a live steam (G-Scale) train in the backyard. It was based on the Wellington Manawatu Railway Company which was a) almost local b) ran only live steam (in the 1800's) and c) allowed me to use cheap plastic kitset Bachmann clerestory coach cars. I painted them some sort of semi-authentic kiwi colour and whipped up some stickers for 1st and 2nd class.

The railway needed a name and living on Rawhiti (sunshine) Road in Pukerua Bay (two hills), what would make more sense than something like this.



That was a coincidence. But to be honest I suspect anyone in Wellington would make a similar design because of all the wonderful hills in the area.

But what it made even more of a coincidence is that Graeme lived in Pukerua Bay until the late 80's/early 90's. and in the very same street, Rawhiti Road, that we moved into in the early 90's as well. I hope Graeme would be pleased to think that the trophy came back to the place he called home.

Alan Groves

Not another bloody car! ¹

A month or two back my son rang me. After the usual pleasantries and a preamble across several topics he got to the point of his call. “You know that Gemini I bought”, which drew a guarded “Yeeees” in response. “Well I don't have the time to put into it. You can have it. You don't have to pay me for it”. “Nor the money”, was my quick retort.

This Gemini is a late 1970's Isuzu Gemini coupe. It's a rolling shell minus motor and gearbox. Coincidentally there's a spare motor in the lockup and a couple of gearboxes under the house. And apparently it has all the glass, lights and trim.

A discussion ensued. “Well I don't really want another car. But it would be a shame to get rid of it”. Thinking quickly I said, “What if we work on it together? A father and son, Dad and Dave project”. While that seemed an acceptable solution, there was someone else yet to be advised of this decision. And where to put this project? Finally something spoken of for so long, the rumpus room conversion back to a garage, was about to become a reality. The genesis of the Gemini project had begun. Less Project Binky, and more Project Sinky – of my funds! For me this represents car #10. No I'm not crazy, a little mad perhaps, but never crazy.

The humble Gemini! What's so interesting about that? Well nothing really, only have you tried to buy one recently. At least \$2,000 for something with no warrant or registration. They're admired by the repowering fraternity for that low, low ride. And the coupe, well that's a whole new realm. They were never common on our roads to start with. A guy in the flat below me had one – a teal colour as I remember it.



An intact project car is at least \$4k, something better \$7-8k, and an absolute standout at \$35k. Yes that's right, \$35,000, and that is Australian dollars. In a lovely Sandpiper colour. So from a long term investment point of view this may not be too stupid. If you can ever consider cars as an investment! From what I can ascertain the coupe version was produced from

1975 to 1979, although as I write this there is an image of a TX sporting TG panels on the wall of my media room. So clearly opportunities for 'one-offs' as well.

I work in the IT field and flavour of the month is the Agile methodology. This is a way of breaking work down into achievable sprints. So I've taken the concept and applied it to this project:

¹ Old family saying – thanks Mum!

Sprint	Action	Result
1	Obtain and agree to garage door quote	Done
2	Remove insert and install door	Done
3	Complete rumpus conversion	Done
4	Transfer car	Doing
5	Strip car & inventory parts	To do

At this point the garage is in use, although not for the car anticipated. But that's another story. The cost so far; Well two trips to the landfill, the first for all of the junk from the rumpus. Very little of it was mine. The second after demolition of the insert. Then there's the cost of the door itself. Plus the paint and plaster to tidy up around the installation area. And mostly my time at an exorbitant hourly rate! We're about four weeks in and so far no incidents, although we did come close to cutting some electrical cables we didn't know were behind the gib. How long is the project going to take? At least two years is my estimate which probably means I'm at least 50% out. One of the major determinants of progress is getting the car stripped down and parts inventoried – both what we have and what we need. And the latter could be quite extensive. So if you come across a Gemini for sale let us know. Mean-time keep a lookout for our next instalment.

David Reid – 05holdenman@gmail.com



Wellington Motorsport Association Calendar 2019

Month	Date	Steward	Event Type	Club	Venue	Status
June	2		Gravel Sprint Canterbury Rally	Levin	Heights Road	GS
	13		Rally Italy			
	16		Tauranga Rally			
	22		Sth Canterbury Rally			
	23	WG	The Surgery Sprint		Manfeild	IM
	30		Autocross	Hutt Valley	Upper Hutt	KN
July	6		Indonesia Rally			
	7		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	28		Autocross	Hutt Valley	Upper Hutt	KN
August	3		Malaysia Rally Finland Rally			
	11	GG	The Surgery Sprint		Manfeild	IM
	17		Goldrush rally			
	20		WMSA Meeting/WMSA AGM		Hutt Valley Motorsport Clubrooms	
	22		Rally Germany			
	23		Stewards Meeting		Stokes Valley	
	25		Autocross	Hutt Valley	Upper Hutt	KN
September	12		Rally Turkey			
	21		Japan Rally			
	29		The Surgery Sprint Autocross	Hutt Valley	Manfeild Upper Hutt	IM KN
October	3		Rally Gt Britain			
	13		Gravel Sprint Bathurst	Levin	Mangahao Dam	GS
	19		Waitomo rally			
	20		Sealed Sprint	Wairarapa	Admiral Road	DM/Sc
	24		Rally Spain			
	28		Sealed Sprint	Hutt Valley	Port Road	DM/Sc
	November	9		Race (MG Classic)	MG	Manfeild
10			Race (MG Classic)	MG	Manfeild	
14			Rally Australia			
18			WMSA Meeting		Hutt Valley Motorsport Clubrooms	
24			Gravel Sprint	Wairarapa	Dorsets Road	GS
December	1		The Surgery Sprint		Manfeild	IM

Abbreviations		Club Contacts		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_ppformance@hotmail.com		
NT	Night Trial Series	Manawatu	manawatucarclub@xtra.co.nz		
Sc	Ron Scanlan Trophy Series	Wanganui	barbaramgray@gmail.com		
ERS	Engine Room Series	Hawkes Bay	donna_elder@clear.net.nz		

By all means marry. If you get a good wife, you'll be happy.

**If you get a bad one, you'll become a philosopher.
Socrates**

The "Rally Ka" files

It's been a while since my last update, if you remember my last one you'll know I was preparing for the NZ Clubsport Champs in mid-March.

The Clubsport Champs went very well for me I thought. The Saturday morning started off with the Motorkhana - an event I have zero experience with. The morning was delayed quite a bit due to issues with the timing gear. Our group started with one of the more challenging courses so I really was jumping in at the deep end. After that there was 5 more courses before the midday break and my confidence grew with each one. I finished the Motorkhana in 6th place, which I was quite happy with.



After the lunch break, the Autocross began and for some reason I couldn't match the pace of the leading group, my final run was slower than my second run which was only just over a second faster than my first. I'm not sure what happened, I think I may have been overdriving it and pushing too hard. I finished the Autocross in 9th overall, I really was expecting to do a lot better than that.

After the short drive back to the motel, I swapped my wheels over ready for the gravel sprint the next day.

Sunday morning came soon enough, and after a 15 minute drive from the motel myself and Leon Cast arrived at the paddock near the start line of my first ever gravel sprint - the nerves were kicking in. Also, what didn't help was the fact that when we parked up I saw steam coming from the front of the Ka. I found my top radiator hose had split about halfway along. Luckily, one of the Wairarapa Club organisers had some self-amalgamating tape on hand and gave me what he had left which fixed the problem. I can't remember the guy's name, but the next time I see him at an event I have a full roll of tape for him in my tool kit.

We did a tiki tour of the road, then it was straight into racing. For my first run I was pretty cautious, as you can imagine. I still managed to slide the car on some corners though. I almost forgot that when the car starts to slide away from the road that you have to keep your front wheels pointing where you wanna go and keep your right foot down on the go faster pedal and eventually it will grip. I almost hit the brakes, which would've ended badly.

For my second and third runs I threw it into the corners a lot faster, the more I drove the more my confidence grew, I really would've gone up and down that hill all day and night if we were allowed, I was having great fun! My radiator hose lasted until the end of my third and final run. There was no more tap left, so I nursed the car back over the Rimutaka Hill and to home. I finished 16th overall for the gravel sprint and 13th out of all the Clubsport Champs competitors. That saw me finish 8th overall for the championship, for my first ever time I'm happy to be placed inside the top ten.

Next, I travelled up to The International Rally of Whangarei. I wasn't competing, but helping out Geoff Warren and Sarah Jaggs, in being their service crew. I was using this opportunity to get an insight into rallying in New Zealand for future reference, (I hope one day that the Ka will at a round of the NZRC).

I didn't get out to many stages, only the Pohe Island super special stages on the Friday night. I missed Len Fishers crash during shakedown, which put him and his driver out of the rally before it began. Maybe he'll be writing a piece right now that explains what actually happened? I spent Saturday and Sunday hanging around the service park, being a bit of a fanboy - Ken Block was there in an Escort Cosworth, (my favourite car as a teenager!) I was able to chat with plenty of drivers and co-drivers, even Ken's co-driver Alex Gelsomino had a long chat with me about my "Rally Ka."

I didn't get to do much servicing work, in fact the only thing we found wrong with the car was on Sunday's midday service, a front sway bar link had broken off at one end and bent, I removed it and Geoff was back out again after a quick refuel. I did learn a lot though, the logistics of Rally was a big one, plus, seeing how things can go wrong. Franks Kelly's Escort came back with some rear end damage which saw his whole team frantically bashing the bodywork with hammers and a sledgehammer to get the car back in some sort of shape. A lot of teams weren't so lucky, 79 cars started and only 31 finished! Geoff and Sarah finished though, 4th in class too!

The following weekend I was back in the Ka, the first round of another three round autocross in Masterton. This is going to be my last series before the Ka gets stripped down ready for a roll cage. The day started off damp, and took a while to dry out. The first course was tight, and almost had a jump in it. A small handful of people managed to get some air, I felt like I may even managed to as well, I definitely bottomed out a few times anyway. I was equal 4th at the midday break, joint with Neil Roots in the City.

For the second half of the day, the course was a lot more open, and I couldn't match the times of the faster cars, Neil drove brilliantly and pulled away from me too. I ended the day in 6th overall and 5th in Engine Over Drive Class, behind, Adam Fisher (1st), Neil Roots (2nd), Craig O'Brien (3rd) and Graham Heath (4th). Right at the end of the day, the rain came down pretty hard which made the drive home interesting. I discovered I'm not a fan of aquaplaning in the Ka, especially on my Supercat tyres! I did not feel comfortable at all and made for a very steady drive home.

And that has been my 3 motorsport stories since my last write up. Up next the Ka has another autocross on the 9th June where I'll have some catching up to do.

Thanks for reading,

Mark

My comments about Whangarei are un-printable. Just to say the organisers managed to repeat their calamitous organisation of the last 10 years, yet they still survive!

This year a new calamity a loop and jump added to the POHE Island (waste of time) special. Just over 1k for spectator value.

We were one of the last through the shakedown, and the new loop was cut up really badly (the old part also gets cut up every year) but this new gravel was really soft and by the time we got there, ruts appeared that were over a foot deep. I regret encouraging Haowen to do it (many refused to use the road, I discovered afterwards) but Haowen really needed time in the car as he did not feel too confident about it.

Before using it that night for two stages they had to grade and compact it.

Many thanks to Debbie Kibble and ? who were on the spot with a camera and provided excellent support to us both as well as the St Johns guys, what would we do without them?.

Haowen suffered a mild concussion (not from hitting anything, just head rattling in the helmet) He hopes to return to NZ for the Canterbury rally.

Len



Far north rally 2018.

Bucket list.

So my goal each year is to do a different rally since I don't do many and by the time I'm too old I should have done most of them. So I got a call from a friend I had previously met while on the Targa a few years ago that I reckoned she should do the Silverfern and if she ever did I would be keen to service for her.

Roll on 2018. So yep Silverfern came about as a shake-down for the Paris to Peking rally 2019. But first we needed a small rally for a shake down for the Silverfern. The far north rally was close. Can you co drive? Jo said as mum/co driver can't make it! Sure any excuse to tick off my bucket list. So I'm all set to co-drive in the old 1967 Volvo Amazon. It will be an adventure.

Meanwhile the amazon motor is being reconditioned and it needs extra bits so the car won't be ready for the far north rally. .Bugger! Time for a holiday.

Jo says what about your car since we already have the entry in and accommodation all booked? Sure, but I'm driving - good challenge for Jo as she has never co driven before. So we're on.

My car was still in bits 3 weeks away ironing out cooling issues with the new motor etc. So a lot of late nights and we're already to go.



Only picture I have of Marty's car

Thing I like about rallying is the whole package of an adventure - getting ready, the drive there with the car on the trailer seeing new country, people etc. So my crew is a mate and his new girlfriend who I worked together with in Africa years ago who lives in Kati Kati and Jo lives in Auckland. So the trip up to Auckland was by myself.. I only got as far as Otaki and picked up a hitchhiker. A mad girl from the Ukraine. Where are you off to? Anywhere she said! Well I'm off to Auckland. Great. A lot of laughs on the way with miscommunication over language and my deaf ears and we arrived in Auckland Thursday night to meet Jo at documentation and scrutineering.

Sign in and get safety gear checked. Missing one helmet!! Bugger Jo had it before!! Only to find that my helmet had been picked up by another crew by mistake. A bit of panic and ringing around and 2 hrs later Raana Horan was the culprit! Just another way to meet new friends. So will meet him at Paihia the next day if this is the only glitch of the weekend I'll be fine. Tucked down for the night before meeting the rest of the crew in the morning for the trip north.

First stop Puhoi pub to for lunch and ditched the hitchhiker as it was getting a bit cramped and she was actually becoming a bit of a liability. Nice catch up with friends just north of Paihia at their house for an awesome wholesome dinner. We're all set for the rally...

Morning arrives a bit nervous but a beautiful day ahead. Jump into the car and a quick check .we got everything Jo? Yep yep good to go. Oh wait where's the time cards? A bit of running around a mild panic they were found in the Sideways magazine in the van...handy book marks!! Off we go to the start at Kawakawa. A short cruise out to the first stage. Jo never co-driven before soon became apparent that there is actually a lot of stuff to do.!! We roll up to control trying to work out what time we're supposed to check in while she's adjusting her Hans etc.

Hey Jo I think we need to line up now as there's only one car in front. Still in control and still having trouble with the belts, Hans intercom etc. Ah Jo we really need to line up now. There's no one at the start line.

So I drive up while Jo is still struggling with her safety gear, route book etc.. set....shit..... 4321 gooooo... And were off with a burst of laughter -wtf. This is going to be fun. First stage was typical far north roads with loads of camber and smooth. Car going awesome and Jo finding her feet calling the instructions. Passed Charlie Evans on the side of the road with a puncture and a few others off the road already which puts me up a few places. Being a blind rally there's time for a chat and most of the stage was laughing about the start line.

Next stages were great. No issues and just driving to finish. Service/Lunch stop at Kaikoekoe and everyone's happy. Grimmes' Girlfriend Jasmine has just found her new passion of rallying and is buzzing with servicing and doing a great job on the windows, fuel and food. Results looking good and I'm at the pointy end of the field with Daniel Hannes in the other DX my main competition. Go the mighty DX's...with Charlie Evans climbing his way back up the leader board in the Civic.

Off to the next stage and find Raana upside down in the ditch but all ok. Did a great stage managing to nearly catch Dave Strong at the finish; only to find out the stage had been given a no time. Jo's getting the hang of the calls. Must a be a long time between instructions on the Paris to Peking rally as she calls out 100 km to the next instruction!!! And a few story's about bridges. More belly laughs!!

End of the stage and Smoke starts bellowing out from the engine bay and we a have a fire from oil on the exhaust from the overflow. Turns out I just overfilled the oil at Lunch time service. But a mess that needs to be cleaned up. In a hurry.. 2nd to last stage we lose 4th gear last stage and it buckets down but still a good run without 4th.

Made it to the end of the day with no panel damage and drove onto the trailer - Got to be a good day.

Bonus on winning my class and 4th 2wd. 16th overall.

Nice to be an unknown from down south. Pretty happy with that and a good test with the new motor, a few gremlins to iron out and good to go. Thanks to Grimme and Jazz for awesome service skills and Jo for giving the co driving a go. We all had plenty of laughs the whole weekend and met some new rally friends. Glad our warped sense of humour matches well. Thanks also to the Auckland car club for putting it on. It's a long way to go but definitely worth the trip.

Westland rally is next on my list.

Marty Bertelsen .

Two secrets to keep your marriage brimming.

- 1. Whenever you're wrong, admit it,**
- 2. Whenever you're right, shut up.**

Patrick Murray

**Harbour Capital Car Club - Results Round 1 Neils Wheels Rubber Duck challenge
Autocross 12 May 2019 - Reservoir Ducks**

No	Driver	Car	Class	Club	Run 1	Run 2	Run 3	fastest run	Run 4	Run 5	fastest run	Total both runs	Overall Place	Overall Course 1	Overall Course 2
1	Mans Rutherford	Ka	HOCC		01:46.26 **	01:33.81	01:28.72	01:28.72	01:13.16	01:09.84	01:08.75	02:37.47	5	4	6
2	Adam Fisher	Shelvi	HOCC		01:51.86	01:34.54	01:27.37	01:27.37	01:09.00	01:05.93	01:07.87	02:33.20	1	1	1
3	Alan Groves	Mirage	HOCC		01:59.97	01:34.22	01:29.63	01:29.63	01:13.46	01:09.86	01:08.66	02:38.29	7	7	9
4	Brett Miser	Levin	WGTM		02:06.44 **	04:00.00	01:39.00	01:39.00	01:07.63	01:06.63	01:25.35 ***	02:50.94	24	27	15
5	Toby Mier	Levin	WGTM		02:09.40	01:54.65	01:46.72	01:46.72	01:22.94	01:18.32	01:15.78	03:04.50	36	36	30
6	Craig O'Brien	Mirage	HOCC	MAHAWATU	01:46.72	01:33.53	01:27.56	01:27.56	01:13.34	01:08.25	01:09.13	02:36.89	4	2	7
7	Dean Heid	MXS	HOCC		01:44.00	01:35.69	01:31.31	01:31.31	01:27.19	01:15.96	01:12.71	02:44.02	11	10	20
8	Gaof Warren	WRX	4WD	HVMC	01:55.37 **	01:32.53	01:28.32	01:28.32	01:09.65	01:07.60	01:07.30	02:35.52	2	3	2
9	Graham Heath	Pulsar	HOCC		01:58.37 **	01:32.03	01:26.94	01:26.94	01:09.86	01:09.09	01:08.03	02:36.97	5	5	5
10	Haydn Perkins	Mirage	HOCC		01:58.72	01:39.75	01:36.44	01:36.44	01:19.82	01:14.97	01:14.12	02:50.56	23	21	26
11	Jilly Fisher	Shelvi	HOCC		01:41.68	01:38.68	01:31.78	01:31.78	01:18.38	01:16.19	DNS	02:47.97	17	11	31
12	John Keen	Levin	WAI		02:08.41 *	01:42.03	01:36.69	01:36.69	01:17.28	01:11.35	01:10.34	02:46.93	16	22	11
13	Leon Cast	City	HOCC		01:34.71	01:30.47	01:30.15	01:30.15	01:10.25	01:09.46	01:12.50	02:38.61	8	9	8
14	Katrina Reashaw	Lamor Evo 6	4WD	DOCC	02:09.44	01:49.00	01:41.09	01:41.09	DNF	01:28.87	01:18.03	02:58.12	34	32	35
15	Kim Lake	Lamor Evo 6	4WD	WAI	01:55.00	01:38.61	01:34.18	01:34.18	01:14.62	01:14.72	01:11.47	02:46.66	14	17	13
16	Lee Hird	MXS	ENDD	HOCC	01:58.82	01:40.08	01:33.97	01:33.97	01:20.06 *	01:14.62	01:17.86 *	02:51.53	26	15	34
17	Sarah Jiggs	WRX	4WD	HVMC	01:57.75	01:42.85	01:37.69	01:37.69	01:26.06	01:19.88	01:12.25	02:48.94	20	24	17
18	Jamiel Aile	Corolla	HOCC		02:04.96	01:44.44	01:39.19	01:39.19	01:26.06	01:16.28	01:13.66	02:52.85	29	29	23
19	Murda Noon	Corolla	HOCC		02:08.07	01:54.60	01:50.13	01:50.13	01:33.97	01:28.31	01:25.53	03:15.66	37	37	37
20	Peter Whittington	MXS	ENDD	HOCC	01:58.86	01:41.53	01:38.12	01:38.12	01:23.38	01:22.21 *	01:17.50	02:58.62	32	28	33
21	Brendon Norring	Azeca	ENDD	HOCC	02:10.25	01:41.13	01:44.43 *	01:44.43	01:31.13	01:19.62	01:11.59	02:52.72	27	33	14
22	Jamie Hickard	Azeca	ENDD	NI	02:15.00	01:53.53	01:39.84	01:39.84	01:23.28	01:16.25	01:15.05	02:54.90	30	30	28
23	Michael Brown	Ferrari	4WD	NI	02:06.65	01:43.13	01:38.09	01:38.09	01:26.56	01:17.72	01:14.63	02:52.72	27	26	27
24	Paul Tipper	Viva	ENDD	HOCC	02:20.53	01:46.57	01:40.65	01:40.65	01:24.60	01:19.81	01:20.44	03:00.46	36	31	36
25	Cathy Field	Mirage	HOCC	HVMC	02:06.53 *	01:39.19	01:36.28	01:36.28	01:16.67	01:12.25	01:12.66	02:48.53	18	20	17
26	Dick Briers	Mirage	HOCC		01:47.06	01:31.69	01:32.69	01:32.69	01:26.56 *	01:17.47	DNS	02:50.06	21	13	32
27	Yveska Gough	Mazda Miata	HOCC		02:03.06	01:46.47 *	01:35.00	01:35.00	01:26.56 *	01:12.69	01:07.91	02:42.91	10	19	4
28	Ben Price	Shelvi	HVMC		02:05.28	01:38.52	01:33.97	01:33.97	01:17.59	01:14.00	01:10.50	02:44.47	12	15	12
29	Nathan Spencer	Shelvi	HOCC	HVMC	02:14.26 *	01:35.09 *	01:43.41 *	01:43.41 *	01:19.53	01:16.69 *	01:16.19	02:58.60	33	38	29
30	Matthew Pedman	Shelvi	HOCC	HVMC	02:10.40	01:51.72 *	01:37.10	01:37.10	01:18.06	01:20.06 *	01:13.22	02:50.32	22	23	21
31	Max Kempferne	Shelvi	HOCC	HVMC	02:11.50	01:42.90	01:37.94	01:37.94	01:21.32	01:15.09	01:13.88	02:51.82	26	25	24
32	Keen Christmas	EOD	HOCC		01:57.09	01:37.13	01:32.53	01:32.53	01:15.75	01:12.65	01:12.09	02:44.52	13	12	16
33	Josh Rowicz	EOD	NI		02:01.90	01:35.25	01:29.66	01:29.66	01:14.60	01:12.62	01:10.06	02:39.74	9	8	10

During my check-up I asked the Doctor,

"Do you think I'll live a long and healthy life then?"

He replied, "I doubt it somehow. Mercury is in Uranus right now."

I said, "I don't go in for any of that astrology nonsense."

He replied, "Neither do I. My thermometer just broke."



I AM A SEENAGER (Senior teenager)

I have everything that I wanted as a teenager, only 50 years later.

- I don't have to go to school or work.
- I get an allowance every month.
- I have my own pad.
- I don't have a curfew.
- I have a driver's license and my own car.
- And I don't have acne.

Life is Good!

Also, you will feel much more intelligent after reading this:

Brains of older people are slow because they know so much. People do not decline mentally with age, it just takes them longer to recall facts because they have more information in their brains, scientists believe. Much like a computer struggles as the hard drive gets full, so too, do humans take longer to access information when their brains are full. Researchers say this slowing down process is not the same as cognitive decline. The human brain works slower in old age, said Dr. Michael Ramscar, but only because we have stored more information over time. The brains of older people do not get weak. On the contrary, they simply know more.



The only cow in a small country village in Ireland suddenly stopped giving milk. The villagers made enquiries about getting another cow and found they could buy a cow in Wales quite cheaply.

They bought the cow and had it shipped over from Wales and it was absolutely wonderful, producing lots of milk every day. Everyone was happy.

The villagers then decided to breed more cows so they'd never have to worry about their milk supply again so they borrowed a bull from a neighbouring town to mate with their cow.

They put the bull in the pasture with the cow but whenever the bull tried to mount the cow, the cow would move away.

No matter what approach the bull tried, the cow would move away from the bull, and he was never able to mate with her.

The villagers were very upset so decided to go to the district Vet, who was very wise, and tell him what was happening and ask his advice.

The spokesperson said to the Vet: "Whenever the bull tries to mount our cow, she moves away. If he approaches from the back, she moves forward. When he approaches her from the front, she backs off. If he attempts it from the one side, she walks away to the other side."

The Vet rubbed his chin thoughtfully and pondered this before asking: "Did you by chance, buy this cow in Wales?"

The villagers were dumbfounded, since no one had actually mentioned that they'd brought the cow over from Wales.

"You are truly a wise Vet," they said, "How did you know we got the cow from Wales?"

The Vet replied with a distant look in his eye: "My wife is from Wales."

Apparently there's a third option between burial and cremation.



Oxford University researchers have discovered the densest element yet known to science.

The new element, Governmentium (symbol=Gv), has one neutron, 25 assistant neutrons, 88 deputy neutrons and 198 assistant deputy neutrons, giving it an atomic mass of 312.

These 312 particles are held together by forces called morons, which are surrounded by vast quantities of lepton-like particles called pillocks.

Since Governmentium has no electrons, it is inert. However, it can be detected, because it impedes every reaction with which it comes into contact.

A tiny amount of Governmentium can cause a reaction that would normally take less than a second, to take from 4 days to 4 years to complete.

Governmentium has a normal half-life of 2 to 6 years.

It does not decay, but instead undergoes a reorganisation in which a portion of the assistant neutrons and deputy neutrons exchange places.

In fact, Governmentium's mass will actually increase over time, since each reorganisation will cause more morons to become neutrons, forming isodopes.

This characteristic of moron promotion leads some scientists to believe that Governmentium is formed whenever morons reach a critical concentration.

This hypothetical quantity is referred to as a critical morass.

When catalysed with money, Governmentium becomes Administratium (symbol=Ad), an element that radiates just as much energy as Governmentium, since it has half as many pillocks but twice as many morons.

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