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# WHEELSPIN

**April 2021**

[www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO ALBARU at Tangoio Road

Committee : 3<sup>rd</sup> TUESDAY : 1841 Disraeli Street Johnsonville, 7:30pm, everybody welcome

Club-night : 1<sup>st</sup> TUESDAY of the month, 1841 Disraeli Street Johnsonville, 7:30 pm.

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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.

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### DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# CLUB NIGHT

**1841 Pub** (Upstairs)

**1 Disraeli St, Johnsonville** (next to the BP)

**TUESDAY 6th April 2021 @ 7:30**



Presidential Ramblings where he still hasn't done any events.

So yeahhhhhh, I still haven't done any driving yet. But I've been a scrutineer for three events? Does that count? I mean, it kind of counts right?

The Corolla is still under maintenance, mostly in the sense that the air con system is being mysterious and coy. The hardware is back in there, but for some reason there's no volts running to the system. So that's intensely frustrating, because the best Toyota mechanic that I know of, has been living in the Hawkes Bay for several years.

I guess one of my next plans might involve transporting the car to him for some working out, but that does seem slightly excessive.

On the good news front though by the time you get this magazine, you'll have entered and competed in our first Rubber Duck Autocross of 2021, on March 28<sup>th</sup>.

We're shooting for another round in May, but we're waiting on the date confirmation on that one still.

Talking of the autocross, the following text conversation took place between Dean Herd and myself (edited for clarity, and humour).

Dean: I am going to be out of racing for the next few months after a mountain bike accident, so the ENOD duck is going to be up for grabs.

Leon: You dick, what did you do?

Dean: Look out for that tree!!! What tree? ... hospital.

Leon: Lumberjack

Dean: I tried to use the back of my shoulder to knock down a tree. Here is the funny part, I was upside down when I hit it. Is there a theme developing here?

Leon: Rolled a mountain bike. That checks out.

Dean: No damage to the bike though!

Leon: That is okay then.

Dean: But I'm going to sell it to buy a faster one, I felt I should have been able to hit that tree much harder.

Leon: Electric bike time

Dean: You read my mind. So now I just need to work out who put that tree there. Given the level of competition in the ENOD class at the Rubber Duck series, it could be his brother, it could be Keith in the other MX5, or it could be Brendon in the Altezza. All remain likely suspects.

I did make it to an event, as I was scrutineering at Mt Vic.

As always, an impressive field both in terms of numbers, and variety of cars.

Jeff Ward and his son were running the Semog Cross Cart. I think the "back it into the corner" techniques required to drive those things suit Jeff, who we know is a particular loony behind the wheel. I'm told that he was only 0.3 slower than Hayden Paddon went up the hill last year. So that seems pretty impressive. Certainly there was a bunch of corner cutting happening at the dipper where I was spectating.

Andrew Thomson was hustling the Corolla up the hill at a good rate of knots, bringing it home second in class behind Josh in the Mirage, and 15<sup>th</sup> overall. A definitely respectable result given that there were something like 55 cars on the start line.

Talking of the start line, the Green Goblin Evo of Glenn Innes had the misfortune to deposit what appeared to have been much of the contents of the rear diff on the start line. It was only oil on the ground, so hopefully it was something repairable, rather than something terminal involving crunched up bits of whirry metal things.

One of the cars that gave me acute envy, was the Lexus IS-F of Jeremy Lawson. For those not familiar with those cars, they're a 5.0 V8, rear drive, and an 8 speed auto box in behind it.

They're not what you'd call the perfect race car, as you can only get them in an auto, and they're a one-wheeler peeler unless you get a 2010 on model.

But they have an outstanding record for standing up to an absolute beating for basically forever, and generally being a mix of Lexus build quality, while being reasonably fun to drive around a race track (and then to a cafe).

Have to say, that I really miss the angry noises that my old Altezza V8 made, and an IS-F would go quite a distance toward filling that gap in my life. However, that might need to wait until they're a bit cheaper (hopefully).

The Hughes clan has managed to repair the Commodore that I photographed trying to Lumberjack some trees a couple of years ago. Which is a huge effort, given how damaged the car was after that. So father and son were both racing it at Mt Vic, Doug was definitely taking it a bit easy this year though, not wanting to repeat a rebuild. Joel nearly chucked it at the barriers at the dipper though!

As I write this article, it's Thursday night, before the Clubsport Champs, and I've bought a Corolla II Windy a couple of hours ago, in the dark, with a not very good clutch. Oh yeah, and the battery was flat, so we had to jump start it to test drive it. But I'm sure it will be fine, or maybe "fine".

So I'm going to look at it in the morning, and see if it is actually functional enough to get me to Hawkes Bay for some "slow car racing" missions over the weekend or not.

The clutch doesn't disengage nicely, so the odds of a weekend of successful driving is at best, a bit marginal.

However, what the heck eh? They were super short of entries (12 only at the close of normal entries), so I've spent basically all week trying to purchase a series of terrible (but also slightly amusing) cars. So this was basically a last hour purchase, and is a bit of a shot in the dark.

Given how horrible and slow the car is, I'm pretty much throwing an extinguisher in the car tomorrow morning, cleaning the inside of the windows, and chucking some wiper blades on it (because every car I buy, regardless of how new the WOF is, has terrible wiper blades!?!?). If the tyres aren't bald, that's what I'm driving and racing on. So let's see how this goes ... if the car is a disaster in daylight viewing, I guess I will be instead driving up to Hawkes Bay in something sensible and comfortable, and taking photos rather than racing.

Welcome to my latest bad motoring decision, I'm absolutely confident that it won't be the last!

On the home front, I've been throwing a lot of money at Adam Fisher, to turn my super narrow, and occasionally buried in falling bank, lawn, into a much wider area, with a car port over it, and less savagely sleep stairs running up to my house.

I mean, I've been thinking about doing this for easily a decade now. So it's not what you'd call it as something I've rushed into.

It's looking pretty good as the build goes on. Basically, it will make my driveway parking chaos easier to deal with, but won't really make an increase in the total number of cars that I can park off the road.

Social stuff, the current plan is

April Club night is our club prizegiving.

May Club night will be combined with WMSA prizegiving, so we'll be having some guests, and quite a few trophies being handed out! So expect that to be a bigger night of it. That's it from me for now, I need to sleep, and then get up in time to see how dumb a car I've bought in the dark actually is.

Leon



## Flying Fish Enterprises Ltd

46a MacLean St, Paraparaumu Beach  
Len Fisher : -Phone 0274 390 308  
Adam Fisher Phone 0274 577 149  
Email [elfish9@gmail.com](mailto:elfish9@gmail.com)

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

Two club nights of trophy!

April 6<sup>th</sup>

Harbour Capital Car Club prizegiving

May 4<sup>th</sup> (Star Wars Day!)

WMSA prizegiving.



1841 Johnsonville.

Upstairs

Gather ye 7ish for meals, 7:30 ish for  
yarns



**FOR SALE**  
**Vintage Husband**  
**1940 Model**  
**High mileage**  
**Bodywork in need of TLC**  
**Only 2 previous Lady Owners**  
**Still a good Runner**  
**Piston needs special attention**  
**Exhaust problems**

## Harbour Capital Car Club Calendar 2021

Confirmed dates in **RED**, traditional dates left in place as indicators Provisional dates in **BLUE**

Month	Date	Event Type	Club	Venue
<b>April</b>	2	Hillclimb	HVMC	Silverstream
Easter	3-5			
	10	Gravel Sprint	Wanganui	Fordell
	11	Quarter mile Sprint	WTSCC	Wainuiomata
	16	Otago Rally		
	24	Gravel Sprint	Wairarapa	TeaCreek
	25	Anzac Day		
	22-25	WRC Rally Croatia		
<b>May</b>	2	The Surgery Sprint Rd 1		Manfeild
	14	Whangarei Rally		
	20-23	WRC Rally Portugal		
		CRSS Academy		
	24	Motorsport AGM		
	25	Motorsport AGM		
	30	Autocross	Hutt Valley	Upper Hutt
<b>June</b>	7	Queens Birthday		
		Gravel Sprint	Dannevirke CC	Tararua Rd
	3-6	WRC Rally Italy		
	13	The Surgery Sprint Rd 2		Manfeild
	19	Sth Canterbury Rally		
	24-27	WRC Rally Safari Kenya		
	27	Autocross	Hutt Valley	Upper Hutt
<b>July</b>	15-18	WRC Rally Estonia		
	18	Gravel Sprint	Levin	Mangahao Dam
	24	Hawke's Bay Rally		
	25	Autocross	Hutt Valley	Upper Hutt
<b>August</b>	29-1	WRC Rally Finland		
	1	The Surgery Sprint Rd3		Manfeild
	15	Gravel Sprint	Wairarapa	Puketiro Road
	19-22	WRC Rally UK		
	29	Autocross	Hutt Valley	Upper Hutt
<b>September</b>	4	Goldrush		
	5	Quarter mile Sprint	WTSCC	Wainuiomata
	9-12	WRC Rally Chile		
	26	The Surgery Sprints Rd4 Autocross	Hutt Valley	Manfeild Upper Hutt
<b>October</b>	14-17	WRC Rally Spain		
	19	Waitomo rally		
	17	Sealed Sprint	Wairarapa	Admiral Road
	26	Labour Day		
	24	Sealed Sprint	Hutt Valley	Port Road
	31	Gravel Sprint	Levin	Wairongamai Rd
<b>November</b>	9	Race (MG Classic)	MG	Manfeild
	10	Race (MG Classic)	MG	Manfeild
	11-14	WRC Rally Japan		
	21	Gravel Sprint	Wairarapa	Dorsets Road
	28	The Surgery Sprint Rd5		Manfeild
<b>December</b>	7	India Rally		
	25	Christmas Day		
February21		Sealed Sprint	HVMC	Wallaceville

Levin	027 442 1639 (Chris)
Hutt Valley	027 439 7616 (Neil)
Wellington	021 717 676 (Jody)
Kapiti	027 446 9986 (Bryan)
Wairarapa	027 4397616 (John)
MG	04 970 8644 (Terry)
Intermarque	027 232 2523 (Alan)
Dannevirke	j_pperformance@hotmail.com
Manawatu	manawatucarclub@xtra.co.nz
Wanganui	barbaramgray@gmail.com
Hawkes Bay	donna_elder@clear.net.nz



# ALEXANDRA ROAD HILLCLIMB 14 MARCH 2021

Running Order	Car No.	Class	Driver	Club	Car	Capacity cc	Timed Runs										Ranking Overall	Class Ranking				
							Practice	1	2	3	Fastest	A	B	C	D	E						
							00:44.49	00:48.59	00:44.05	00:42.57	00:42.57	1										
32	33	C	Tim Silley	HVMC	Mallock Mk31	2000	00:44.49	00:48.59	00:44.05	00:42.57	00:42.57	00:42.57										
46	50	A	Jeff Ward	Wellington	Semog X-Kart	750	00:44.61	00:43.82	00:43.82	00:45.71	00:43.82	00:43.82	2	1								
8	8	D	Alan Austin	HVMC	RX7 S6	4000	00:46.66	00:45.39	00:44.86	00:44.31	00:44.31	00:44.31	3									
54	118	D	Matt Gaskin	HVMC	Skyline	2500 T	00:45.17	00:44.41	00:44.94	00:44.68	00:44.41	00:44.41	4									
28	501	A	Oilly Ward	Wellington	Semog X-Kart	750	00:48.81	00:47.01	00:46.22	00:44.56	00:44.56	00:44.56	5	2								
7	7	D	Ryan Stevens	Wellington	RX7	4000	00:48.23	00:46.94	00:45.77	00:44.92	00:44.92	00:44.92	6									
3	3	D	Stu Robertson	Wanganui	Corolla	2000 T	00:51.42	00:46.91	00:46.79	00:45.29	00:45.29	00:45.29	7									
33	34	D	Wade Noeld	HVMC	RX7	4000 T	00:45.90	00:46.68	00:46.65	00:45.65	00:45.65	00:45.65	8									
19	20	C	Matt Rule	HVMC	Civic	1795	00:47.35	00:47.30	01:15.78	00:47.39	00:47.30	00:47.30	9									
30	30	E	Antz Futter	HVMC	Corolla 4WD	2000	00:55.44	00:49.73	00:48.04	00:47.53	00:47.53	00:47.53	10									
45	49	B	Josh Donohue	HVMC	Mirage	1600	00:48.76	00:48.62	00:48.08	00:47.72	00:47.72	00:47.72	11		1							
36	37	D	Tim Steenken	HVMC	Toyota MR2	2998	00:50.70	00:49.01	00:48.25	00:48.39	00:48.25	00:48.25	12									
39	41	E	David Chamberlain	HVMC	Focus	2300 T	00:52.41	00:48.96	00:48.49	00:48.28	00:48.28	00:48.28	13									
24	25	C	Warren Tunley	HVMC	Integra Type R	2000	00:49.69	00:48.64	00:48.28	00:48.28	00:48.28	00:48.28	14									
31	31	B	Andrew Thomson	HCCC	Corolla	1587	00:50.65	00:50.19	00:50.14	00:48.37	00:48.37	00:48.37	15			2						
48	61	E	Jordan McMaster	HVMC	Lancer CSR	2000 T	00:50.59	00:48.56	01:31.28	00:48.56	00:48.56	00:48.56	16									
55	788	C	Scott Newlands	HVMC	Integra	1800	00:50.28	00:49.09	01:00.00	00:49.09	00:49.09	00:49.09	17									
47	53	D	Andrew Thomas	HVMC	Corolla GTi	1600	00:52.41	00:49.10	00:49.24	00:49.24	00:49.10	00:49.10	18									
53	91	B	Joel Hughes	Triumph	Commodore	4982	00:53.00	00:51.15	00:51.12	00:49.20	00:49.20	00:49.20	19									
5	5	E	Eli Barrington	HVMC	WRX Impreza	2000 T	00:51.43	00:50.16	00:50.02	00:49.25	00:49.25	00:49.25	20									
26	27	D	Matt Hendra	HVMC	MX5	1598 T	00:53.88	00:51.67	00:50.79	00:49.52	00:49.52	00:49.52	21									
29	29	E	Hugo Black	HVMC	Impreza WRX	2000 T	00:51.16	00:49.54	00:49.98	00:49.54	00:49.54	00:49.54	22									
17	18	C	Stephen Jopson	HVMC	Escort Mk1	2000	00:51.85	00:50.52	00:49.87	00:49.55	00:49.55	00:49.55	23									
40	42	E	Christopher Huszka	Manawatu	Lancer Evo 7	2000 T	00:54.84	00:51.79	00:49.65	00:50.14	00:49.65	00:49.65	24									
1	1	C	Hassan Dia	HVMC	Integra	1800	00:54.61	00:50.13	00:49.84	00:49.71	00:49.71	00:49.71	25									
43	46	E	Mike Galvin	Wellington	VW Golf R32	3189	00:51.61	00:49.96	00:50.22	00:49.80	00:49.80	00:49.80	26									
22	23	D	Webster Gough	HCCC	Starlet GT	1497 T	00:55.25	00:49.85	00:52.76	00:50.00	00:50.00	00:50.00	27									
34	35	C	Justin Courrier	HVMC	Celica	1796	00:53.09	00:51.78	00:51.01	00:49.93	00:49.93	00:49.93	28									
11	11	E	Alan Groves	HCCC	Impreza WRX	2000 T	00:55.86	00:51.13	00:50.39	00:50.39	00:50.39	00:50.39	29									
49	70	B	Blair Hughes	Triumph	Escort Mk1	1599	00:52.91	00:50.44	00:53.17	01:03.11	00:50.44	00:50.44	30			4						
44	47	D	Jonathan Pierce	Manawatu	BMW 328i	2800	00:53.78	00:52.49	00:50.90	00:51.65	00:51.65	00:51.65	31				10					
9	9	D	Doug Hughes	Triumph	Commodore	4982	00:56.51	00:52.72	00:52.73	00:51.00	00:51.00	00:51.00	32				11					
6	6	E	Gary Innes	HVMC	Lancer GSR	2000 T	00:56.14	00:51.89	00:51.39	00:51.39	00:51.39	00:51.39	33									
35	36	A	James Silley	HVMC	Hillman Imp	1300	00:54.76	00:52.72	00:51.78	00:51.46	00:51.46	00:51.46	34			3						
4	4	A	Don McLean	Wellington	Barina	1298	00:53.99	00:51.82	00:51.62	00:51.62	00:51.62	00:51.62	35			4						
38	40	A	Tim Gaskin	HVMC	March 12SR	1240	00:53.66	00:52.36	00:51.68	00:51.68	00:51.68	00:51.68	36			5						
25	26	D	Jeremy Lawson	HVMC	Lexus ISF	5000	00:53.32	00:53.26	00:52.33	00:52.15	00:52.15	00:52.15	37									
2	2	D	Graeme Toomer	Wellington	Escort	2800	00:57.23	00:52.39	00:52.65	00:52.65	00:52.39	00:52.39	38									
12	12	C	Neil Rush	HVMC	Integra	1798	00:54.66	00:55.97	00:52.39	00:52.61	00:52.39	00:52.39	38									
37	38	B	Aaron Duncan	HVMC	Trueno	1587	00:54.82	00:53.47	00:53.97	00:52.43	00:52.43	00:52.43	40			5						
21	22	C	Roger Rowse	Wellington	Toyota MR2	1998	00:56.92	00:53.78	00:52.88	00:52.49	00:52.49	00:52.49	41									
50	77	D	Paul Taylor	Wellington	BMW 535i	5000	00:55.00	00:55.00	00:54.25	00:53.20	00:53.20	00:53.20	42				14					
23	24	D	Johan Soeteman	HVMC	Civic	2300	00:57.42	00:55.74	00:54.54	00:53.33	00:53.33	00:53.33	43									
51	86	D	Keith Millar	Porsche	Porsche 911	3200	00:58.53	00:58.92	00:55.18	00:53.82	00:53.82	00:53.82	44									
10	10	B	Haydn Perkins	HVMC	Mirage	1600	00:57.57	00:54.81	00:54.17	00:54.31	00:54.17	00:54.17	45									
52	89	C	Paul Stent	HCCC	BMW 318ti	1890	00:57.69	00:55.53	00:55.46	00:54.49	00:54.49	00:54.49	46									
27	28	E	Matty Hutchinson	Wellington	Audi S6	4198	00:59.66	00:56.97	00:54.60	00:55.27	00:54.60	00:54.60	47									
14	15	B	Cathy Reid	HVMC	Mirage	1590	00:59.82	00:55.54	00:56.48	00:56.84	00:55.54	00:55.54	48									
20	21	B	David Graham	Wellington	Datsun 1200	1400	01:04.72	00:55.56	00:55.65	00:55.65	00:55.65	00:55.65	49									
16	17	B	Chelless Roberts	HVMC	Mirage	1600	01:01.78	00:56.94	00:55.87	00:56.14	00:55.87	00:55.87	50									
42	44	B	Greg Hart	HVMC	Corolla	1597	00:58.30	00:56.09	00:56.08	00:56.09	00:56.08	00:56.08	51									
15	16	C	Greg Mc Phee	Wellington	Audi TT	1800	00:57.32	00:56.32	00:56.16	00:56.30	00:56.30	00:56.30	52									
41	43	C	Stephen Heise	HVMC	Ford Falcon	3984	01:01.75	00:59.28	00:58.80	00:58.26	00:58.26	00:58.26	53									
18	19	B	Mike Reid	HVMC	Escort Mk2	2000	01:01.49	00:58.53	01:00.49	00:58.60	00:58.60	00:58.60	54				11					
13	14	D	Shane Atkinson	HCCC	BMW 318ti	2494	01:08.52	01:03.53	00:59.79	01:00.40	01:00.40	00:59.79	55									

## Maiden Win For Grimmer/Merwyn Team at Hawkes Bay

A huge variety of machinery made up the 40 strong field that descended on the Hawkes Bay's Tangoio settlement road. Competitors from as far away as Auckland and Wellington made the trip. The first round of the Central Region Sprint Series was well timed with covid levels changing back to level 1 only days prior and the weather really turning it on with sunny hot conditions. The road was being run in reverse to the normal direction which meant plenty of crests and hidden double apexes.

Lots of new faces coming out of retirement like Aaron Cook, a rally regular in his Honda Civic and Clint Clunie in his Datsun Sunny both coming back after ten or more years out of the sport. Alan Groves in his Subaru WRX made his debut into sprint events after many years of success in clubsport events likewise Mark Rutherford in the colourful little Ford Ka.

First up for the day was a practice followed by 3 official timed runs to determine the final order based on each teams fastest time. All cars finished the practise but there was 2 retirements both due to mechanical issues, Adam Fisher in the starlet lost full power and the Imp of Peter Weir suffered gearbox issues.

The first official run had three teams within 1 second of each other, Wayne Pittams in the Semog Crosscart set the pace with Jackson Clendon and co-driver Andrew Brooks 0.7 seconds behind in the Fiesta, the father-daughter team of Daniel and Hannah Feck in the FTO were only 0.1 behind the ford. Locals Gareth McLachlan and Tania Jackson in the VR4 rounded out the top 5 with fellow Local team of Christopher Gracie and Sean Thompson in their Honda Civic close behind. The only mishap in the first run was local Brent Redington rearranging a fence with his V8 Toyota Soarer putting him out until being recovered.

The second run seen a change at the front with Mason Grimmer and first time co-driver Daniel Merwyn storming into the lead in the Mazda BFMR, Team Feck were in hot pursuit though only 0.5 behind and Wayne Pittams Semog trailing by 2 seconds. Further back two competitors who normally sit in the same car were having a great little battle, Bevan Parker in the BMW E36 and Greg Browne in the Honda Integra were separated by only 0.1 of a second. The classic BMW 2002 of Craig and Suzanne Tickle held off the big V12 BMW of Paul Taylor and Richard Leggett by 1 second. A close fight to secure a top 10 time was happening between Daniel Haynes in his Mk2 Escort, Thomas Good in his Mk1 Escort and Brendon Cantwell in his Evo Starlet all three within 1 second of each other.

Unfortunately the last run was cancelled due to a small fire that was promptly brought under control by officials. With everything being so dry and fires being an issue in the area recently the fire brigade was called in make sure it was properly extinguished. This left the final results as the run 2 times. Mason and Daniel taking their first event win, Team Feck second and Wayne third. Jackson and Andrew followed by Gareth and Tania rounded out the top 5. When was the last time a Mazda BFMR won an event outright in New Zealand!

Hats off to the Hawkes Bay Car Club team who did a fantastic job hosting the event, from the volunteers sitting on the side of the road getting filled in with dust all day to the friendly team in the caravan, the day ran smoothly and the decision around the fire was definitely the best call which all the competitors respected. Thank you and we look forward to returning next year.

Our next round takes us to the mighty Manawatu with the return of an old road that was last used 10 years ago in a hill climb championship. Pararangi road, situated north of fielding this 5.5km of mostly fast uphill will be one not to miss!

Cheers Pete

(Greg did you buy your former codriver Bevan a beer since he beat you?)

Check out [www.crss.co.nz](http://www.crss.co.nz) for more information or follow us on Facebook, YouTube or simply send us an email at [ersprintseries@gmail.co.nz](mailto:ersprintseries@gmail.co.nz)

## Tangoio Road

I was planning to do the Engine Room Sprint Series 2 years ago, but events conspired, and this is the year I'm starting the series.

This is my first at a new type of event. It's a New driving experience for me. Have done a few gravel events but this is a step up and a commitment to gravel sprint/rally sprint series and gravel life.

I needed to protect underside of car. A new bash plate made by Mike McLean. Awesomely solid. Marine grade the width of car between tow hooks and covering engine and gearbox. Pretty impressive piece of skill and engineering. It added weight to car, but so does the roll cage so I don't care. As a bonus it's so much easier to use jack under car now.



Installed spiral wrap on brake lines, reinstalled mudflaps, installed polyprop covering underneath rear including external fuel lines and rear arms. Still got to do under the cabin floor because I don't want to drill holes in major structures only to find not able to get wof. That would suck.

Not the world's best mechanic. But really good at leaving bolts undone. Wondering if the work I'd done under the car would hold. If it fell off, something would go through a tyre. So a bit nervous about the level of reliability of my part of the build. Was going to be a shakedown not having prepped a car like this before.

The 4 ½ drive getting there in this noisy car is unpleasant. I have some noise cancelling headphones that make all the difference. Plus many many hours of music.

On the day, this was my first at a new type of event. New driving experience plus shakedown for the car. Drove it very cautiously. Just 2nd and 3rd gears. It was a nervous first drive. The route was the opposite way – down the hill. Seasoned people were saying that this was good because cars with power and four-wheel drive wouldn't get an advantage. I was ambivalent about that. Need all the advantage I could get. Some of it went along a ridge line, which concerns me because I get time to see how far over a hill the car could go. Anyway, while still driving in tar-seal mode, when that nearly happened, in 3<sup>rd</sup> gear, with tail hanging out, and thinking about not falling off the road, I remembered not to take foot off the throttle, keep foot down, and car came slowly round, maybe only half a metre wider on the road than I wanted and on the bad gravelly edge thing. Overall there was not much gravel, and it was all a bit slippery. I'm very keen to learn how to drive gravel but not today. Just wanted to survive, get an idea of handling the car for a day, but will hopefully get faster, and the aim was to survive the day.

I had just about the only car not going sideways.

In an office:

WOULD THE PERSON WHO TOOK THE STEP LADDER  
YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS WILL  
BE TAKEN.



People mentioned to me -multiple times- the car is a 'bit low'. Luckily the road had little gravel and the crown wasn't massive.

Ran over the top of a piece of pine tree plus pinecones. The crash plate made a very loud crunching noise and it removed the pinecones from the log. This wasn't in the initial run so somehow another competitor has dragged these onto the middle of the road. I don't want to know how they did that.

On another run, there were 2 one-inch thick solid branches sticking out horizontally near eye height onto the road on an apex. I hit them with the outside mirror. I don't want to know how far up the bank was the car that brought these out onto the road. Have no idea how 'they' can do that.

Another reason for being nervous was that I was one of maybe a couple of people who drove their car to the event - all the others trailed their cars - and I needed to drive home too. Helps you hold back from being too silly. For now; anyway. Forever I hope.

To summarise... much time to get there... much waiting up in 28 degree on a dusty track, miles from the start line... But once I was on the road, really enjoyed the drive. It was so much fun. Would have liked to go faster, but for now, it's all about getting used to things so maybe can get quicker times later. Looking up ahead and working out corners was great. Would be quicker with codriver and notes. Will do that some time, that would be a test of how much to trust notes. That's also for another day. Anyway, survived and enjoyed it. Looking forward to the next one.

AI



Kia Ora All

Real close to the first round now (fingers crossed ) and Pete has asked me to tell you all what I have been doing to prepare for the start of the season, so let me see, I have been practicing driving pretty slowly in my boat around the Hauraki Gulf which has been great. Catching some snapper and testing many IPA's as I'm an official tester. So, as you can tell I'm totally match fit.

But I suppose you all want to hear about car stuff. To be truthful covid has been super hard on the business so unfortunately my version 7 Black Betty has not moved on at all. The legacy is still in good fettle so I will be happily back in my awesome old mate, which has had an oil change, a new water squirter pump for the intercooler, and some pretty flashy new series livery applied (which I know nothing about) but very little else as the Blunderbuss had a good work out pre AK rally. I feel a bit rusty, as I do at the start of every season, but i'm sure once I'm on the line and the light changes and the clutch drops, it will all come blazing back with a big smile. I have a youngster with me co driving at the first round, you may have heard of him, Len Fisher he's an up and comer.

It's great we have a Co-Driver championship included in this year's series. I love having someone yell numbers at me while I drive, especially if they actually mean something, and I believe it is so good for our sport to build a strong team in the car. The co-driver is such an important part of going fast consistently. The obvious problem with co drivers is that when you do go fast and do well it goes to their head and next thing everyone wants them, I have a saying for this syndrome which is probably not fit for print.

As far as doing well in The Engine Room CRSS goes, it's all about consistent results in your class and really everyone has a good shot at winning this fantastic series. We have some amazing talent in this year's series, but just remember **To finish first, first you must finish..** so don't let anything else get in your head but running your own race, and have a bloody good time doing it, and again I can't stress enough that the co-driver is a big part of making it all come together.

Really looking forward to catching up with you all

Cheers

Rex Vizable



### Tangoio Road gravel sprint

(Sorted By Overall Place)

Organising Club: Hawkes Bay Car Club

Date: 21 February 2021

Competitors: 40

Permit: 210141

No	Competitor	Car	Class	Club	Practice	Run 1	Run 2	Run 3	Best Time	Overall Place
3	Mason Grimmer	Mazda 323	G	Taupo Classic Rally Club	03:47.71	03:35.55	03:27.22	DNS	03:27.220	1
10	Daniel Feck	Mitsubishi FTO	G	Dannevirke Car Club	03:46.43	03:34.99	03:27.79	DNS	03:27.790	2
20	Wayne Pittams	Semog Bravo	S	Motorsport Bay of Plenty	03:42.11	03:34.10	03:29.38	DNS	03:29.380	3
17	Jackson Clendon	Ford Fiesta ST	D	Wairarapa Car Club	03:48.60	03:34.88	03:30.11	DNS	03:30.110	4
4	Gareth McLachlan	Mitsubishi VR4	G	Hawkes Bay Car Club	03:41.97	03:36.97	03:31.07	DNS	03:31.070	5
1	Rex Vizable	Subaru Legacy	G	Levin Car Club	04:31.69	03:47.35	03:34.70	DNS	03:34.700	6
56	Chris Gracie	Honda Civic	C	Hawkes Bay Car Club	03:50.94	03:41.55	03:34.83	DNS	03:34.830	7
33	Robin Feck	Toyota MR2	F	Dannevirke Car Club	03:52.75	03:42.08	03:38.66	DNS	03:38.660	8
18	Daniel Haines	Ford Escort Mk2	E	Motorsport Bay of Plenty	03:58.98	03:48.64	03:40.09	DNS	03:40.090	9
16	Thomas Good	Ford Escort	C	Dannevirke Car Club	03:56.96	03:43.66	03:40.26	DNS	03:40.260	10
39	Brendon Cantwell	Toyota Starlet Turbo	F	Hutt Valley Motorsport Cl	03:51.49	03:47.21	03:41.69	DNS	03:41.690	11
69	Bryce Hackett	Mitsubishi Lancer	G	Wanganui Car Club	04:00.08	03:50.12	03:45.09	DNS	03:45.090	12
74	Cam McLean	Toyota Corolla FX GT	C	Dannevirke Car Club	04:04.07	03:54.24	03:48.75	DNS	03:48.750	13
36	Bevan Parker	BMW 323	E	Dannevirke Car Club	04:03.33	03:51.02	03:49.10	DNS	03:49.100	14
6	Greg Browne	Honda Integra	C	Manawatu Car Club	04:21.57	03:56.83	03:49.23	DNS	03:49.230	15
112	Matt Mason	Subaru Impreza	G	Hawkes Bay Car Club	DNS	DNS	03:49.72	DNS	03:49.720	16
11	Graham Heath	Nissan Pulsar	F	Harbour Capital Car Club	04:07.51	03:58.72	03:51.18	DNS	03:51.180	17
2	Derek Payne	Mitsubishi Lancer Evo 4	G	Motorsport Bay of Plenty	04:15.74	03:56.91	03:51.64	DNS	03:51.640	18
12	Simon Bicknell	Subaru Impreza WRX	G	Hawkes Bay Car Club	04:16.89	03:52.20	DNS	DNS	03:52.200	19
504	JP Van Der Meys	Suzuki Swift	C	Motorsport Bay of Plenty	04:11.49	03:55.66	03:53.02	DNS	03:53.020	20
42	Craig Tickle	BMW 2002	D	Pukekohe Car Club	04:08.51	03:54.11	03:53.85	DNS	03:53.850	21
77	Paul Taylor	BMW 535i	F	Wellington Car Club	04:15.04	04:03.64	03:54.60	DNS	03:54.600	22
25	Andrew Lowe	Mitsubishi Evo 7	G	South Rangitikei Car Club	04:03.80	04:02.00	03:54.72	DNS	03:54.720	23
8	Aaron Cook	Honda Civic Type R	D	Levin Car Club	04:11.10	04:03.87	03:55.37	DNS	03:55.370	24
68	Marty Bertelsen	Toyota Starlet	B	Levin Car Club	04:18.76	03:58.98	DNF	DNS	03:58.980	25
9	Dennis Lukies	Toyota Celica	D	Hawkes Bay Car Club	04:10.39	03:59.95	03:59.17	DNS	03:59.170	26
14	Robbie Johnson	Toyota Corolla	C	Hawkes Bay Car Club	04:20.42	04:00.01	03:59.87	DNS	04:00.010	27
111	Leon McKnight	Mazda RX7	E	Motorsport Bay of Plenty	04:06.34	04:02.27	DNF	DNS	04:02.270	28
22	Alan Groves	Subaru Impreza WRX	G	Harbour Capital Car Club	04:24.50	04:05.47	04:03.15	DNS	04:03.150	29
58	Brian Best	Ford Escort	F	Pukekohe Car Club	04:37.89	04:09.44	04:03.44	DNS	04:03.440	30
40	Richard Prouse	BMW 325	E	Hutt Valley Motorsport Cl	04:21.55	04:09.69	04:07.25	DNS	04:07.250	31
61	Russell McKnight	Mazda RX7	F	Motorsport Bay of Plenty	04:27.07	04:17.60	04:08.33	DNS	04:08.330	32
31	Clint Clunie	Datsun Sunny	B	Kapiti Car Club	04:30.07	04:10.57	DNS	DNS	04:10.570	33
19	Chris Lockyear	Mitsubishi Lancer Evo 3	G	Hibiscus Coast Motorspo	04:33.76	04:15.05	04:01.54	DNS	04:15.050	34
7	Carey Jackson	Datsun 1200	C	Hawkes Bay Car Club	04:47.60	04:33.22	04:20.22	DNS	04:20.220	35
30	Mark Rutherford	Ford Ka	B	Harbour Capital Car Club	04:52.31	04:30.62	DNF	DNS	04:30.620	36
15	Jock Benton	Datsun 1200	C	Hawkes Bay Car Club	04:57.20	04:40.60	04:39.50	DNS	04:39.500	37
46	Brent Redington	Toyota Soarer	F	Hawkes Bay Car Club	04:01.04	DNF	DNF	DNS	DNF	DNF
91	Peter Weir	Hillman Imp	F	Dannevirke Car Club	04:17.43	DNS	DNS	DNS	DNS	DNS
131	Adam Fisher	Toyota Starlet	B	Harbour Capital Car Club	04:11.77	DNS	DNS	DNS	DNS	DNS

Class A = 0-1000cc Class B = 1001-1300cc Class C = 1301-1600cc Class D = 1601-2000cc Class E = 2001-3000cc Class F = 3001cc & over

Class G = All 4WD Class BOS = Refer HBCC Class Rules Class H = Historic Race Cars nonWOF Class T = Classic Cars with WOF Class S = Open Sports & Racing Cars

*When Mr. Wilkins answered the door late in the evening one day after he'd lost his wife in a scuba diving incident in Monterey Bay, he was greeted by two grim-faced police officers. "We're sorry to call on you at this late hour, Mr. Wilkins, but we have some information about your wife." "Well.... tell me!" he demanded. One of the officers said: "We have some bad news, some pretty good news, and some really great news. Which do you want to hear first?" Fearing the worst, Mr. Wilkins said, "Give me the bad news first." So the police officer says: "I'm sorry to have to tell you this sir, but we found your wife's body this morning in Monterey Bay." "OH MY GOD!" said Mr. Wilkins, overcome by emotion. Then, remembering what the officer had said, he asked, "What's the good news?" "Well...." said the officer, "When we pulled her up, she had two five pound lobsters and a dozen good size Dungeness crabs on her." "Huh?" he said, not understanding. So, what's the great news?" The officer smiled, licking his chops, and said, "We're going to pull her up again tomorrow morning."*



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