



WHEELSPIN
August 2023
www.hccc.org.nz

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COVER PHOTO

Mark! Guess where?

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 1st August 2023 @ 7:30



August ramblings

Pleasingly, I have made it to a couple of events since last time. Having headed up to Taranaki Rally armed with a boring car, and a camera, then actually getting a skid in the Corolla at Levin Car Club's Wairongomai Road.

Emma and I trundled up to Taranaki in the hybrid Yaris, because cheap to run and comfy. It was a fairly early start, as we were just heading up and back during the day, rather than staying overnight.

It was the first proper trip in the hybrid, having really only been as far as Masterton before. It was very easy, because auto, cruise control, and a decent stereo made it quite painless. The big Sorento ambles along a bit more easily, courtesy of diesel torque. However it's a whale on corners, and doesn't have cruise control. Plus of course the cost of RUC isn't exactly awesome.

Being two stages, run twice, and only a couple of places to spectate, it was a case of pick a junction, and park bum there for the duration of the event. If we'd stayed up in the 'Naki overnight, we could have got in before road closure, and been able to get into a closed section of road such that watching all four stages would have been achievable. However that would have meant a proper stupid 5 am departure, and I'm just not that dedicated when it comes to tarmac event photography.

Turned out everyone even faintly near to Stratford was also on the same corner. So we did a bit of walkies up the (steep) hill, until there weren't lots of people, and there were a series of slow corners.

Plenty of corner cutting was on display, in the thirty something field of cars, which was good for

photography, but perhaps less than ideal for the following cars who then got to drive over a decent amount of nice round rocks dragged on to the road.

Having watched cars go past us, and then an ominous gap, without any appearance of Mark and Sarah in the Ka, I was able to get just enough patchy coverage to get some text messages going between myself and Geoff (who was in the service park). Editing out the swearing, we established that Mark & Sarah were lodged in a fence. So we hopefully waited and waited, to be rewarded with the eventual sight of a Ford Ka going past us with quite a lot of enthusiasm, and a distinct lack of wing mirror fitted to the car.

A closer examination later, also showed that the windscreen was looking slightly second hand. Courtesy of 14 minutes spent perched on the edge of the road, being held in place by a friendly fence. Well, friendly in the sense that it stopped them from launching off a bank, but relatively unfriendly from the point of view of wing mirrors, and windscreens.

The second run through of the cars a couple of hours later went smoothly, and the the Ka headed back past us at maximum attack.

From looking at the results, Mark and Sarah were doing really well, if you took the "I've taken a fence, not taken offence" time delay out of the equation. Given the lack of power and top speed of course. From Chrissport, Mark was something like 20 kph down on top speed on stage from the Baleno that he was running almost the same times as.

Good contrast of cars running, from Escort, to 4wd modern, to Subaru / Evo collection, through to a Ford Ka, and a Nissan Cefiro. One car that made an impression on me was the KE70 that ended up third overall (apparently on stock brakes). He was fair travelling, there was total commitment to the corner, and a gentle bit of oversteer going on.

Drive of the rally was beyond doubt, with Raana Horan's son, Brooklyn. Who running his first rally event (he has done some Toyota 86 races), brought his Fiesta home second overall. This being a chap who is so young that he doesn't have a civil licence yet, so had to swap with his navigator at the end of each competitive stage. He was running a brand new, purpose built rally car, but only a 1000 cc turbo. So that represents a heck of a drive. Clearly; is a genetic feature in that family.

Phil Campbell / Brianna Little were first in a Fiesta AP4, followed by Brooklyn Horan / Michael Connor in the 1000 cc Fiesta, Mike Goldsbury / Kerry Bell KE70 Corolla, so a pretty bizarre podium, and also very much the sort of randomness that I like to see in results.

From what I've read afterwards, the competitors enjoyed themselves. Which hopefully can translate into the event running again, and with better numbers. Being a Clubman's rally, they're limited to only 50 entries, but it would be good if they could run it at capacity rather than the mid 30's that they ran at this year. Given time, they might be able to build up to a full rally again, but there is a demand for the little rallies, as a nice way to get people back up to speed with tarmac rallying again (figuratively speaking).

Targa has kind of gone it's own way in rallying over the years, with using straighter simpler roads, and putting in virtual chicanes and top speed limits to artificially keep the speeds down. Then running unrestricted cars. Then going to the Weetbix licence / permit system, which seems to

allow cars to enter with token gesture scrutineering (can you tell I'm not a fan?). So that makes it possibly a less viable pool of cars and entrants to call from, assuming that people have modified their car and / or licence decisions to best suit that particular event. The Taupo Classic rally on a track hasn't run for a few years, and being on a 100% closed venue, allowed for cars that weren't road legal, so also not an immediately compatible set of competitors to call upon.

We did a quick catch up with Team Ka at the service area (Stratford Speedway), and saw a couple of cars that hadn't managed to make it past where we were in Stage 2/4. Then headed South toward home in the small boring car. Small boring car was excellent, quiet, comfy, 3.5l/100 km, and it really doesn't drive like it's a little car, which is nice.

My actual drive outing for the month was Wairongomai Road, in Otaki, which I think hasn't run for several years.

The Corolla got popped up on axle stands, given an oil change with some really thick oil (because basically a two stroke at this point), popped on the gravel tyres, took her for a little drive to see if the new used parts were still keeping her running, and topping off with petrol.

As an aside, on the subject of petrol, there are new rules on refuelling, and if you're going to comply with those rules at a casual grass autocross, it's going to be a bit of a hassle for you (read up, it's overalls, eye protection, **big** extinguisher etc.). So I'd suggest that you turn up at the event with a full tank of gas, that way you probably don't have to worry about it.

Everything checked out okay, so I was all ready for an obnoxiously loud drive up to Otaki, with the Corolla sitting at 4200 rpm or so at 100 k. But oh boy, Otaki is an easy destination from J'ville these days (well, when you're in a normal car anyway), it's 40 or so minutes of uninterrupted multi-lane road at a steady 100 k.

Bit of drizzle on the way up, and a pretty steady cold breeze. The road was in great condition for racing, having only been graded in the week before the event, but with no gravel added. So she was suuuuuper smooth, and none of the big wash outs that we had the last time I was up there. Luckily the rain didn't amount to anything, as it would have been all kinds of muddy and evil.

Levin had a full field of cars, which is always good, as it helps feed the coffers of the club, and offset the road closure costs.

Having not been on gravel since last year, I was pretty tentative on the first run out. The car was pretty wandery at the back, as I think my rear tyres are a bit overdue for retirement. Which I keep reminding myself, and then not doing. They're not terrible, because they're Dunlop, so on a dry road will keep right on trucking until the tread blocks fall off them. Knowing me, I'll probably still run these tyres at Puketiro Road, but just at lower pressure.

Gradually picked up speed during the day, but with a couple of really hot KP Starlet's in class, there was absolutely no way that I was going to get any better than third in class (and I ended up MULTIPLE seconds behind them). I wasn't overly concerned though, because I've missed Tea Creek already this season.

Socially it was a good day, with a full field of 35 cars (same number of entries as Taranaki I think)

meaning it was over an hour between runs. So managed to have a decent yarn to a whole bunch of people that I've not chatted to since last year.

The road stayed in really nice condition, other than being a bit soft at the turn-around at the end, where I managed to get a bit of mud lodged inside the wheel, giving me a pretty good wobble at 90k on the drive home.

Quickest was Daniel Feck in the FTO, followed by a couple of Cross cars, then Gareth from Hawkes Vegas in the VR4, and then remarkably Tim running what I'm presuming is the ex John Esler V6 powered Escort! Proof that the flying rather than standing start makes for a dramatically different possible result.

Fastest HCCC was Graham in the Pulsar, followed (distantly) by myself in the Corolla, and then Hamish Janes in the ToyoW (which is a BMW re-powered with an Altezza engine and gearbox).

The close ratio box in the Corolla isn't really making an apparent difference in my performance, but at massive detriment to my ability to drive to events. Which leaves me in the position of considering if I make it even worse for road use by putting a shorter diff into it, or getting the old 6sp reconditioned and putting that back in again.

In the meantime, I'm getting bits for the Corolla rebuild, in the hope of getting to Daybreaker!

Non motorsport, but car club related, we ran a movie night at Brendon's work (GNS, the quake people), where we watched the 1972 movie Vanishing Point.

The theatre is amazing, being a literal full sized movie theatre with seating for 200 or so folk, and a cranking sound system.

Vanishing Point was pretty odd, which I guess is to be expected for a 1972 movie, with extensive drug use, speeding (both in terms of car speed, and also the drug speed), random nudity, a psychic blind DJ, snakes, a bit of a Charles Manson vibe religious group, and a lot of very desolate scenery.

We also got a tour of the emergency room, where all the Earthquake data is gathered to, where in very good timing there was actually a small quake, so we could see the data all coming through.

It was a pretty good uptake, with 20 people joining us to watch a movie and eat pizza, so I reckon we'll probably try to do it again in the future. Might be a family movie a bit earlier, so people with kids can come along, or we might hunt down another car movie.

That's it from me for now, hopefully see you at an autocross or something!

Leon

Some of Leon's awesome Taranaki Photo's

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Leon's Wairongomai Photos



Last month, a worldwide telephone survey was conducted by the UN. The only question asked was: "Would you please give your honest opinion about possible solutions to the food shortage in the rest of the world?"

The survey was a complete failure because:

In Eastern Europe they didn't know what 'honest' meant.

In Western Europe they didn't know what 'shortage' meant.

In Africa they didn't know what 'food' meant.

In China they didn't know what 'opinion' meant.

In the Middle East they didn't know what 'solution' meant.

In South America they didn't know what 'please' meant.

In the USA they didn't know what 'the rest of the world' meant.

Harbour Capital Car Club Calendar 2023 Confirmed dates in RED

| Month | Date | Event Type | Club | |
|------------------|-------------|---|----------|-----------|
| August | 3-6 | WRC Rally Finland | | |
| | 30 | Puketiro Rd | | |
| September | 7-10 9 | WRC Rally Greece Mini Pikes Peak | Wanganui | |
| | 16-17 | Extreme E Brazil/US/Chile | | |
| | 23 28-1 | Daybreaker Rally WRC Rally Chile | Manawatu | |
| October | 8 or 29 | RallySprint | Levin | Akatawara |
| | 43-15 22 | BOP Rally Port Road | | |
| | 23 | Labour Day | | |
| | 26-29 29 | WRC Rally Passau Akatarawa Hillclimb | Levin | |
| November | 5 | Sealed Sprint | Wtn | |
| | 12 | Atiamuri rally | Taupo | |
| | 16-19 | WRC Rally Japan | | |
| December | 10 25 | Dorsets Rd Christmas Day | | |

| Club | Contact |
|-------------|----------------------------|
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| Wellington | 021 717 676 (Jody) |
| Wairarapa | 027 4397616 (John) |
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| Hawkes Bay | donna_elder@clear.net.nz |

When I was young, I decided I wanted to be a doctor, so I took the entrance exam to go to medical school.

One of the questions asked to rearrange the letters PNEIS into the name of an important human body part which is most useful when erect.

Those who answered "spine" are doctors today. The rest of us are sending jokes via email.

After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting from Harare to Bulawayo had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies... The deception wasn't discovered for 3 days.

As a female shopper exited a New York convenience store, a man grabbed her purse and ran. The clerk called 911 immediately, and the woman was able to give them a detailed description of the snatcher. Within minutes, the police apprehended the snatcher. They put him in the car and drove back to the store. The thief was then taken out of the car and told to stand there for a positive ID. To which he replied, "Yes, officer, that's her. That's the lady I stole the purse from."

When his 38 caliber revolver failed to fire at his intended victim during a hold-up in Long Beach , California would-be robber James Elliot did something that can only inspire wonder. He peered down the barrel and tried the trigger again. This time it worked.



LEVIN CAR CLUB INC. Quality Keys Levin. Wairongomai Road Sprint. 16th July 2023

| NAME | CAR | Class | Club | PRACTISE | | | FASTEST RUN | Class Placing | Overall Placing |
|---------------------|--------|-------|-----------------|----------|---------|---------|-------------|---------------|-----------------|
| | | | | 1 | 2 | 3 | | | |
| 10 Daniel Feck | Mitzi | C | Dannevirke | 1:37.31 | 1:41.79 | 1:29.99 | 1:28.02 | 1 | 1st |
| 3 Warren Tunley | Semog | X | Hutt Valley | 1:38.42 | 1:34.08 | 1:31.56 | 1:28.87 | 1 | 2nd |
| 29 Josh Trybula | Semog | X | Hutt Valley | 1:41.16 | 1:33.57 | 1:30.21 | 1:29.10 | 2 | 3rd |
| 50 Gareth McLachlan | Mitzi | E | Hawkes Bay | 1:36.09 | 1:33.18 | 1:29.43 | 1:48.66 | 1 | 4th |
| 38 Simon Johnson | Toyota | B | | 1:45.77 | 1:42.40 | 1:39.74 | 1:32.20 | 1 | 5th |
| 33 Tim Campbell | Ford | D | Wairapa | 1:44.72 | 1:36.70 | 1:32.59 | 1:32.34 | 1 | 6th |
| 25 Bradley Stewart | Subaru | E | | 1:44.99 | 1:37.15 | 1:36.43 | 1:32.40 | 2 | 7th |
| 30 Bevan Parker | BMW | D | Dannevirke | 1:45.26 | 1:39.16 | 1:38.08 | 1:33.96 | 2 | 8th |
| 26 Jeff Ward | Hilman | D | Hutt Valley | 1:39.27 | 1:37.66 | 1:33.99 | DNS | 3 | 9th |
| 5 Karl Robinson | Nissan | D | Wairapa | 1:37.44 | 1:35.65 | 1:36.02 | 1:34.00 | 4 | 10th |
| 4 Andrew Elder | Mitzi | E | Porsche | 1:46.13 | 1:41.91 | 1:35.45 | 1:34.82 | 3 | 11th |
| 11 Graham Heath | Nissan | D | HCCC | 1:43.63 | 1:41.72 | 1:37.16 | 1:35.58 | 5 | 12th |
| 18 Peter Langdon | Toyota | D | Hutt Valley | 1:41.89 | 1:39.43 | 1:38.88 | 1:36.16 | 6 | 13th |
| 31 Clint Clunie | Toyota | B | Kapiti | 1:42.79 | 1:40.20 | 1:37.43 | 1:38.11 | 2 | 14th |
| 14 Andrew Spier | Mitzi | E | Dannevirke | 1:52.77 | 1:43.27 | 1:40.54 | 1:37.49 | 4 | 15th |
| 36 Jeff Ward | BMW | D | Hutt Valley | 1:42.77 | 1:39.40 | 1:38.31 | DNS | 7 | 16th |
| 15 Nigel Potter | Subaru | D | | 1:51.10 | 1:48.87 | 1:44.20 | 1:41.13 | 8 | 17th |
| 17 Max Bevan | BMW | D | Manawatu | 1:48.89 | 1:42.54 | 1:41.15 | 1:46.95 | 9 | 18th |
| 9 Marty Bertelsen | Toyota | A | LCC | 1:53.94 | 1:44.41 | 1:43.09 | 1:43.40 | 1 | 19th |
| 6 Leon Cast | Toyota | B | HCCC | 1:53.33 | 1:48.16 | 1:46.16 | 1:43.56 | 3 | 20th |
| 12 Hamish Janes | BMW | C | HCCC | 2:10.04 | 1:53.59 | 1:47.01 | 1:46.49 | 2 | 21st |
| 40 Richard Prouse | BMW | D | Hutt Valley | 1:55.54 | 1:52.85 | 1:52.73 | 1:47.24 | 10 | 22nd |
| 1 Dean Astill | Toyota | A | Hawkes Bay | 2:00.55 | 1:51.05 | 1:47.54 | 1:49.68 | 2 | 23rd |
| 24 Tom Stannard | BMW | C | Dannevirke | 2:04.34 | 1:53.95 | 2:02.99 | 1:51.66 | 3 | 24th |
| 21 Ryan Seabright | Mitzi | B | Wgtn | 2:05.41 | 1:56.44 | 1:56.05 | 1:53.03 | 4 | 25th |
| 2 Jody Seabright | Mitzi | B | Wgtn | 1:57.90 | 1:55.73 | 2:02.09 | 1:54.52 | 5 | 26th |
| 32 Andrew Lowe | Toyota | B | South Rangitiki | 2:10.20 | 2:00.19 | 1:56.02 | 1:55.02 | 6 | 27th |
| 19 Chris Clarke | BMW | D | LCC | 2:15.61 | 2:09.38 | 2:03.71 | 1:58.92 | 11 | 28th |
| 16 Mike Reid | Ford | C | Hutt Valley | 2:14.70 | 2:04.50 | 2:03.07 | 2:03.07 | 4 | 29th |
| 50 Gareth McLachlan | Mitzi | E | Hawkes Bay | 1:29.79 | 1:27.84 | | | | |

Taranaki Tarmac Rally 2023



The weekend had arrived for the Little KA's second Rally, but this time it was on Tarmac. The Taranaki Tarmac Rally is the second round of the North Island Rally Series, consisting of two 20 Km stages in the morning, and then repeated in the afternoon.

In the weeks leading up to this I had set about getting the Ka ready for the tarmac roads. Neil Roots sorted me out with some fresh Dunlop Semi Slicks on my 15-inch Ford Focus wheels, the suspension was set lower and stiffened up a bit, oil was changed, and brand-new spark plugs installed, (because of the spark plug failure we had at last year's Rally).

Saturday ended up being a very long and busy day. We were up early to get into Wellington for my daughter's rhythmic gymnastics competition, which lasted all morning. In the early afternoon Sarah stopped by to pick up the spare wheels before I took the dog for a walk before leaving for Geoff's in the Ka. On arrival at Geoff's, he was ready with the trailer in position to load up the car and once loaded up we sat and waited for Sarah to finish running her errands. Not for too long though, we then loaded the Ute with the spare wheels and soon on our way to the naki. With a stop off at Bulls for food and fuel.

We arrived at our Airbnb not too far out of a cold Stratford, in darkness to find our host had the wood fire roaring away for us. It was a big spacious place, 3 bedrooms, a huge lounge with lazy boy type chairs, a spa pool and it had loads of room for the Ute and trailer too. After unpacking, Geoff set up WRC Plus, so we could watch a couple of stages of Safari Rally Kenya Live. In between a stage and the media zone parts we made use of the spa pool on the deck, before heading to bed.

Alarms were set for 6 am on Sunday. We were staying only a 10 minute drive to the service park, so we decided on leaving at 7 am. Plenty of time to have breakfast and get ready without having to rush around. On arrival, I was impressed with the service park set up, each car number had their bay already marked out on the ground which made things very easy for everyone. We had over an hour until the driver briefing and we got doco done early too so that gave us plenty of time to relax and have a wander around the service park to look at the other cars taking part.

There were some cool cars there that I really liked, Clint Cunningham's Fiesta, a Ford Sierra, and my favourite was an extremely clean RS1800 Escort run by David Ayling & Donna Elder.

Our time to leave the service park arrived, 15 minutes sooner than we thought. The volunteers began ushering the competitors out, but I think they got a bit carried away and by the time they reached us lot near the back end of the field we were leaving far too early. That meant we joined the queue of about 15 cars to exit the service park.

Our tour to the first stage was just under 37 km, a nice scenic drive leaving Stratford along the Forgotten World Highway to a place called Te Wera where we made a left, pulled over and got our helmets on. Just before pulling into time control, we realised that the battery was flat on the intercom. I had left it turned on, (insert eye-roll here). Not ideal, but we were lucky the Ka isn't very loud and that this was a blind rally. We worked out a couple of hand signals for cautions etc. and were soon lining up at the start.

SS 1 Douglas: This started off tight and technical through a small valley, (my kind of stage). It was also very slippery in the shady spots, and there were quite a few shady spots, with moss included on some parts of the road. After about 5 or 6 km the stage opened up and was fast flowing, meaning we had to be brave on some of the corners to carry as much speed as we could. I was loving this stage so much; the little Ka was flying. No, it really was. At just over halfway, Sarah had called a double caution over railway crossing's; about 1 km out. Then again at 500 m. I heard them both. I had all intentions of slowing down, but something inside told me to; keep the speed up; keep the momentum. There was a bit of an S bend over the crossing too, I lined it up the best I could judge and kept my right foot on the floor. We hit the crossing, the drop on the other side was a bit steeper than expected and we were air-bourne and we landed with a thump and I quickly had to adjust our position on the road. I laughed a little, then I laughed a lot. I think Sarah enjoyed it, but she did request that we didn't do that again. Shortly after we made a right at a junction, onto a two lane road, heading towards Douglas. The was open again and did consist of what felt like a very, very long straight. 4th and 5th Gears are very long in the Ka, and I took ages to get to the top of them. In fact, we never got to the top of 5th. A couple more crossings and some shorter straights and we found ourselves at the stage end.

The Ka doesn't really have the room for us to drop our helmets over our shoulders into the hammock, so each time before we tour I get out and pop mine and Sarah's helmets and HANS in the through the boot. I have a quick look around the car and we are off 7.5 KM down the road to SS 2.

SS 2 Croydon: One more stage before service and we can get a new battery in the intercom. Helmets on, I wait until we pull up to the start line before I try to connect the GoPro to my phone and it decides it doesn't want to do that, so we have no footage of this stage, which I a shame considering what happens.

The stage started off fast flowing, very fast in parts. Then up and over a steeply cambered saddle, with a tiny part covered in gravel. We dropped into a twisty valley and the car was handling it great. As we began go up another tight twisting saddle, it got pretty steep and I tried to keep as much momentum as possible around the tight corners, only to become unstuck as one of the tight uphill left handers, tightened even more and we locked up. We skidded straight toward a fence with a rather large drop on the other side. We almost came to a stop until we hit a patch of wet grass,

then in that second there was nothing we could do. We hit the fence and the front half of the car went through, luckily for us we had slowed down enough not to go down the huge bank. I tried to reverse out, but we were kind of wedged under the fence and the front wheels were only just touching the wet grass, meaning we were stuck. Sarah and I hopped out, both out of Sarah's door. The fence wrapped around my door, and I couldn't open it. We couldn't even push it out as there wasn't much room for us to stand at the front. So out came the Okay sign and hazard triangle.



The two cars that started behind us came past and we prepped for the tow truck to pull us out. Charlie Evans came past a few more minutes later, he had crashed earlier and been stuck for about 45 minutes! A few more minutes and in came the sweeper followed by a couple of tow trucks. They quickly pulled us free. The car seemed fine, so we quickly got back in and carried on, even with a smashed windscreen. We took it easy for the rest of the stage to make sure the car felt right.

Back at service Geoff was waiting to inspect the damage, and we had gotten lucky. The only damage really was the windscreen. Geoff thankfully reminded me to eat whilst he checked things out. Eating during events is something I forget to do quite often, then wonder why I get a headache or feel rubbish halfway through the afternoon. We made sure with the scrutineer that the windscreen was still okay for us to continue, and we were shortly on our way to SS 3.

SS 3 Douglas 2: A repeat of SS 1. Sarah reminded me to not to jump the railway crossing this time and another change was that there was an oil spill around between 13-14 km, (just at the start of Douglas Rd). I wasn't as quick as we were on SS 1, my confidence was a bit rocked and knowing we just had to make it to the end to win our class, we took it a bit easier. I think we still jumped the railway crossing a bit, even with a slightly different line and less speed. We passed a couple of stricken cars in this stage, Charlie Evans had a big spin and the Escort of David Ayling was pulled over halfway along a very long straight, who I suspect was the one who dumped their oil? We ended with no issues and confidence was slowly coming back.

SS 4 Croydon 2: You guessed it, a repeat of SS 2, where we crashed. Instructions from Sarah

was don't crash!

Very much the same plan as SS 3, no heroics, get to the end. Obviously, we were quicker this time. About 18 minutes quicker. This time I didn't carry much momentum into the tight corners, just in case. The car does struggle on the steep hills. Again, no dramas for this stage, we enjoyed the twistiness of the stage, and the views were amazing too. The last half of it was heading in the direction of Mt. Taranaki, which was in full view for once. AT the 20 km mark, we arrived at the end of the stage. We made it. Another rally done for the little Ka. After stop control, we pulled over, put our helmets away and got out to take a couple of pictures of the mountain before heading back to the service park. Geoff was waiting with the trailer out; the car was loaded on and Geoff prepared it the drive home whilst we got changed etc.

Before the 4-hour drive home, we went along to the prize giving held in the clubrooms by the service park. Sarah and I collected our trophies for 1st place in Class A (0-1300), as the only finishes in that class.

Special thank you to Sarah & Geoff for helping with my rally adventure so far, Leon who always makes himself available to scrutineer the car before we head to an event and Neil for sorting me out with my tyre needs.

The next rally for the Ka is probably going to be Waitomo Rally in October. Daybreaker could be on the cards, but I would rather concentrate on building the new engine. Which is also why I won't be doing any sprints for a little while.



Let's not do that again - a co-driver's cautionary tale

Round Two of the Rally Te Ika-a-Māui series was the Taranaki Tarmac Rally. This event marked my second time co-driving for Mark in the Might Ka, my second blind rally and my first tarmac rally. We cruised up to Taranaki on the Saturday afternoon and made ourselves at home at the Air BnB, including the hot tub!

Sunday morning dawned bright and clear with a beautiful sunrise to get us started. Doco completed, and lolly obtained from Helen, I went through the road book and noted the number of cautions dotted throughout the stages. I also reminded Mark of the 200 km speed limit, just in case.

We headed off to the first stage, eager to get underway. Then we realised that the intercom batteries were flat. A quick discussion with Mark ensued where we agreed my directions would mostly consist of yelling and hand gestures. No, not those kinds of hand gestures!

Not too far into the first stage there was a rail crossing noted as a double caution. As we approached, I performed my solemn duty as co-driver and reminded Mark of this caution. Mark paid limited attention to this. We hit the rail crossing and Ka Airways was launched. Literally. As the now famous photo shows.

The driver's front wheel was the hero of the moment and allowed us to land before the other three wheels caught up. I glanced up to the bonnet to check the suspension was not making a break for it and said to Mark "I said caution!!" In amongst the giggles, I suggested that we shouldn't do that again. Mark agreed.

We made it to the end of the first stage without further incident and headed to the start of the second stage. I texted Geoff to request an intercom battery change on our return to service and figured the text would send when we got back into reception. Geoff got the text...and then not long after got a phone call from me.

Mark and I had begun the second stage well and were having fun zipping through. All was going well...until it wasn't. About 8 km into the stage we approached an uphill left corner which tightened more than we realised. The wheels locked up, and we started sliding towards the fence. We slowed down, and we thought we were going to get away with it. Until the wheels got onto the grass, and we slid straight into the fence, luckily between the strainer posts. Unluckily one of the battens flicked down onto the windscreen and cracked it quite significantly.

After checking each other was ok and hitting OK on the rally safe, we tried to unstick ourselves to no avail. The Mighty Ka was stuck. We got out the safety triangle, and the OK sign and I went and stood on the corner to call Geoff and show our OK. Mark got out the tow rope as I explained to Geoff that he may have some work to do.

The Ka looked to be in pretty good shape other than the windscreen, and so we waited for the sweepers to come and hook us out. Being at the back of the field, it wasn't a long wait! Back on the road, we strapped ourselves back in and kept going. Stage completed, we headed back to service to undertake a damage assessment.

Apparently, it takes more than an argument with a fence to get the Ka down, and she was fine. So, we swapped the intercom battery and headed out for stages three and four. The afternoon was much less eventful, and we finished to be first in class!

Sarah

EDITORS NOTE

After my rave last month I awakened Alan Martin, who has sent a lot of Historical stuff for me to include. Thank you Alan.

In addition, I had already decided to feed you some stuff from history, I was, during the 80's editor of a Tramping club mag, never had a problem filling 40 pages. EVERYBODY that did a trip, wrote an article for me, here is one I have kept for years since it is so full of MALAPROPS so please don't worry about how good an author you are:

TONGARIRO NATIONAL PARK....May 13-14
MANGATURUTURU HUT CLEAN-UP

On a brisk, frosty and eventually beautiful, warm, sunny Wednesday morning, two car loads departed Wanganui at 7am, after our car load being individually collected by our driver - so considerate was he - the other car load collected altogether at one home.

Driving up the Parapara we came across Cecily's car and passed them. After rendezvous with them at Raetihi, our car took the road to Ohakune, while they went to Horopito to tramp into the hut.

Up the Ohakune Mountain Road we drove, and because of our driver's connections with mountain staff, we were able to get the car right up to the A frame house, which left little icy walking to do.

As we started our tramp across the icy terrain our leader had to make footsteps with his iceaxe initially. Three hours of tramping through the snow, we arrived at the hut at 1.00pm. Our leader, arriving shortly before, had the thermette with water on to boil for our first cuppa and lunch.

Recovery from the tramp was rapid for my inexperienced self, and soon after lunch the three of us were provided with a supply of hot water to start cleaning. This was not such an onerous task, due to a recent paint job I was led to believe. However, all the walls and ceiling around the bunk area got washed, as did the window and bunk supports. Next we tackled the cupboards. After that we felt weary and decided we had done enough for that day, so we unpacked, chatted, prepared what was necessary to go with our leader's already prepared mince for tea. We also kept half hourly watches for our friends from the other party to arrive from Horopito. Our leader lit the fire about 4.30pm and we welcomed our friends' arrival about 5.00pm. We were glad to see them.

After an hour or so of them drying out and thawing, drying space around the fire to full capacity, we cooked our meal, which everybody consumed with joy! Next we did the dishes, and then I was in my bunk, shortly after 8.00pm. The rest followed shortly after (large sleeping bag - Ed), with lights out at about 9.00pm. Much talking from the top bunk, where there were three females and two lads.

On this night we also shared the hut with a very interesting guy from Auckland, who was glad to be able to come south of the Bombay Hills to the mountain and do his own thing. He had made his own pack at home and I looked at it very enviously.

Thursday morning, 7.00am, I think we were all awake and handed a cup of tea by a willing starter. Porridge was cooked, (prunes warmed and we all enjoyed breakfast, then did the dishes.

By this time it was back to cleaning, with the kitchen and fireplace areas still to be tackled. There were more hands at this time so it was light work. Two members sorted through food containers, dated and named them, to be left in the maintenance room cupboard for future members visiting the hut.

Two lads spent their time sawing wood, with the help of a willing female on the end of the saw at times. Then the logs were split for firewood for use at another time.

After all the work was completed the Horopito bound party departed at 10.30am. No more to do so we three females left at 11.00am, which only left the leader at the hut for a short while to make a final check.

It was a cloudy day but not unpleasant until we struck the wind on the last half hour of the 2.5 hour trek across the snow and back to the car. I was lucky to have had all my clothes on during this biting wind as soon after our departure from the hut someone wanted to relieve me of my clothes as he was sure I was too hot! And I was not too hot! He only got my gloves and one hat and they belonged to him anyway.

It was cold on arrival at the car so we put the packs in the boot, removed rocks from the car wheels and drove to the shelter at Ohakune where we changed our boots and socks. After a tour of the luxurious Ski Huts in Ohakune we arrived at Raukawa Falls Store about 2.30pm where refreshments were welcome as was the fire and the friendly people who run the shop. We drew this refreshment stop out a bit hoping Cecily's group from Horopito would arrive, sadly we had to leave before they came.

We arrived in Wanganui at 4.45pm and were kindly dropped at our various homes. A very rewarding, satisfying and pleasurable two days ended.

Participants, Ohakune party: Colin Watson, Peg Walsh, Marjorie Swain and Geraldine Moore (scribe). Horopito party: Cecily Matthews, Juliet Hay, Sonja Wilson, Harry Stimpson and Gordon Meuli.



Car trials provided relatively cheap motor sport, using whatever car you had. This pause at a control point in a 59 Renault was on the 72 Fagan Ford trial in the Wairarapa. University student crew member Gyles Beckford (now with RNZ) explains the workings of his camera.



A pause at a control on the 72 Avery Motors trial. The car had recently done Gold star trials in the South Island. The device on the front was not a kangaroo catcher but a lightweight mesh screen for when following other cars on gravel roads needed some protection for the paintwork. The Perspex extension would allow for mounting a spotlight.



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