



BULLETIN

November 2011

President's Report

Well thanks again for the nomination and following selection to car club president. People who know me, know I have the passion for the sport and will with a dedicated group of people continue to build on the foundation laid down by past presidents.

My personal hope is to have more quality events and of course some loose surface events to have in the following months.

We as a club would like more events, however these events require help. Helpers for events are not there and some events may not run if there is no one to run them.

Car club prize giving is up on the 19th November, great food great people, get along support the club, it's a great night out. See you there.

Adam Muir
President

Important Info

Celebrity/Publicity Day

Sunday, 4th of December

We are hoping for 10-12 celebrities. Starts with a gymkhana in the morning, with a lunch, then an autocross in the afternoon.

We need 10-12 cars and drivers to participate, This event will be covered by the local media, and our aim is to generate new interest and memberships for the club. Sounds like a fun day!

If you would like more info, and are keen to be a part of this event, please contact Bob Cullinane on 0274 939 337 or 07 829 8484, or Scotty McDonald on 07 855 3602.

Ladies' Autocross

Held at the Vaile Road Clubrooms.
Round 1 starts at 5.30pm. \$30 entry.

Helmet, cotton overalls are required. Cars are supplied by the club.

2011 Prize Giving Dinner

You are invited to the Hamilton Car Club Inc 2011 Prize giving Dinner on Saturday, 19th of November.

To be held at the clubrooms: 116 Vaile Road, Hamilton

Doors open from 6:30pm
Dinner and Prize giving from 7:30pm

Sorry for the short notice, but please RSVP if you intend to come ASAP to secretary@hamiltoncarclub.org.nz so we can get an idea of numbers for catering.

If paying online please use your surname for the reference and PG for the Code.

Acct no: 06-0317-0335984-00

Please contact any Committee Member or: secretary@hamiltoncarclub.org.nz to RSVP or arrange tickets.

Tickets are \$45 per person.

www.hamiltoncarclub.org.nz

Hamilton Car Club Prize Giving

Nominations for the Hamilton Car Club Prize Giving for the following trophies are:

NZ Motorsport NZ Promotion Award

This trophy is presented to the person or persons who have made an outstanding effort in prompting motorsport and our club by helping with club functions, organizing events etc. It acknowledges an outstanding contribution to our club.

Nominations are: Daniel Vincent, Bob Cullinane and Scotty McDonald.

Outstanding Contributions to Motorsport Trophy

This trophy is awarded in recognition of excellent promotion of Motorsport. **Nominations are:** Peter Johnston (PJ), Graeme Robertson (Robbo), Steve Burley and Tania Gwyn and Bob Cullinane.

Meekings Memorial Cup

This trophy acknowledges member's successes and the sportsmanship shown in achieving them (based on outstanding results).

Nominations are: Mark Walters, Steve Taylor, John Deveth, and Charlie Evans.

Clubman's Trophy

This trophy is presented to a non-committee member who has put in a lot of time and efforts for the club.

Nominations are: Lenare Martin, Sandi Sullivan, and Greg Williamson.

Hard Bearings Trophy

This trophy acknowledges the hard luck stories of the year, the difficulties encountered in just finishing events. Sometimes problems occur at more than one event.

Nominations are: Alan Smith, Debbie Bevins, Paul Muldoon, Brandon Elder.

Dunlop Towie Trophy

This is a fairly new trophy and it acknowledges that although motorsport is heaps of fun, there can be mishaps. These mishaps can be at a huge cost, financially, physically and mentally.

Nominations are: Miles MacElwain, Brett Taylor, and Paul Muldoon.



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Kairangi Loop Results

Competitor	Car	Class	Fastest Time	Overall Place	Class Place
Charlie Evans	Maxda RX7	G	04:12.6	1	1
Ben Finch	Subaru Impreza	D	04:15.3	2	1
Andrew Warren	Subaru WRX	D	04:26.3	3	2
Carol Liston	Honda CRX	C	04:27.0	4	1
Bill McEwan	Ford Escort Mk1	C	04:32.3	5	2
David Metford	Ford Escort Mk1	B	04:37.9	6	1
Nik Lowther	Maxda MX5	H	04:40.2	7	1
Todd Bridson	Ford Escort Mk2	C	04:42.8	8	3
Keith Penny	Honda Civic	C	04:43.4	9	4
Iain Craig	Ford Escort (Rotary)	G	04:48.5	10	2
Phil Warwick	Honda Integra Type R	C	04:51.8	11	5
Kevin Simpson	Toyota FXGT	B	04:53.2	12	2
Damian Murphy	Fiat 124	C	04:54.6	13	6
David Jackson	Toyota Corrolla	B	04:57.3	14	3
Bradly Martin	Toyota Starlet	B	04:58.5	15	4
Daniel Norris	Toyota Starlet	A	05:05.6	16	1
Dennis Carson	Toyota Corrolla	G	05:08.5	17	3
Josh Martin	Toyota Starlet	A	05:18.2	18	2
Julie Mitchell	Toyota Trueno	B	05:23.3	19	5



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Sainsbury Road Results

COMPETITOR	CAR	CLASS	PLACE
Allen Fretwell	Subaru Legacy	D	1
Ben Finch	Subaru Impreza	D	2
Alan Smith	Subaru Legacy	D	3
Andrew Warren	Subaru WRX	D	4
Geoff Baker	Nissan Skyline	D	5
Nik Lowther	Mazda MX5	D	6
Bill McEwan	Ford Escort	C	7
Craig Russell	Honda Integra	C	8
Heath Simone	Peugeot 205 GTI	C	9
Simon Rollinson	Renault Clio RS	C	10
Chris McPhail	Nissan Pulsar GTiR	D	11
Todd Bridson	Ford Escort	C	12
Mark Warren	Subaru WRX	D	13
James Post	Honda Civic	B	14
Russell Jenkins	Suzuki Swift	A	15
Leighton Spurdle	Nissan Pulsar	C	16
Matthew Oliver	Subaru Impreza	D	17
Lee Sinkinson	Fiat Tipo 16V	C	18
Robert Harrowfield	Fiat Tipo 16V	C	19
Kevin Simpson	Toyota Corolla	B	20
Daniel Schellingerhou	Nissan Pulsar	C	21
David Jackson	Toyota Corolla	B	22
Andrew Soepnel	Toyota AW11	B	23
Bradly Martin	Toyota Starlet	B	24
Atila Herman	Subaru WRX	D	25
Campbell Robertson	Fiat 124 Spider	C	26
Lucas Ruthe	Toyota Starlet	A	27
Julie Mitchell	Toyota Trueno	B	28
Wayne Martin	Toyota Levin	B	29
David Middlemiss	Peugeot 106	A	30
Andrew Simpson	Toyota Corolla	B	31
Lenare Martin	Toyota Levin	B	32
Robert Debenham	Toyota Corolla	A	33
Richard Sutherland	BMW E30	D	34
Roger Hall	Fiat 124 AC Coupe	C	35
Josh Martin	Toyota Starlet	A	36
Don Edwards	Morris Marina TC	C	37
Simon Mans	Mini Miglia	B	38
Scott MacDonald	Toyota Startlet	A	39
Glenys Middlemiss	Leyland Mini Clubman GT	A	40

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Coming Events

Date	Event	Details
Saturday, 5th of November 6:00pm – 8:00pm	Guy Fawkes night at Vaile Road Clubrooms	Bonfire, barbeque and fireworks for the family
Tuesday, 15th of November, 7:30pm – 9:30pm	Committee meeting	Vaile Road Clubrooms
Saturday, 19th of November, 6:00pm til late	Prizegiving night	Vaile Road Clubrooms
Wednesday, 9th of November	Club night and ladies' autocross	Vaile Road Clubrooms Round 1 starts at 5.30pm. \$30 entry. Helmet, cotton overalls are required. Cars are supplied by the club.
Sunday, 18th of December, 11:00am	Kids' Santa Party	Vaile Road Clubrooms More information to follow

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Dunlop Tyres Targa NZ

My report on our 14th entry in the annual “Dunlop Tyres Targa NZ” for 2011, not in one of our Ford Capri’s this year, but in our 1997 V8 Ferrari Challenge F355 racecar “PURRN”



Actually “scremn” would be a better personalised plate, what a wonderful sound this car makes on full noise! The (formally Dunlop Tyres) Targa NZ Rally has been running since 1985, and this is the first time that the Targa rally has travelled north of Auckland; it was headquartered at the Viaduct basin for the first day, the First Targa started just up the hill at the Sky tower, now starting in the shambles created by a recent wobbly ball team game.

Monday 24th October 2011

We (Service crew Sid and Linda Webley, Navigator Blair Thompson, and me, Nelson Marshall) all gathered at Marshall Transmissions Ltd, at 10am. We loaded the shop Toyota Ute, and drove to the headquarters for documentation and scrutineering from 3pm-5pm in a carpark just west of Viaduct basin and beside the Westhaven yacht and boat marina. We did not have a Prologue this year because of the perceived shambles expected to be caused by all the recovering ball game fans, so we filled in the time waiting for the Scrutineer by walking around looking at the football crowds, empty bottles and litter, had a Breakfast special Turkish wrap for lunch.

We survived scrutineering, which was followed by the minimalist service crew, and driver’s safety briefings at 6pm, and we received a welcome 5L pack of Mobil 1 oil.

All cars remained overnight at the Auckland waterfront, and we returned home, stopping at the Rangariri hotel for a meal and a Guinness (a meal in itself).

Tuesday 25th

First car leaves at 8.15am, our start time was 9am, so we got up at 5.30am to make sure we were not caught up in Auckland’s static motorway traffic, and arrived with time to spare. We raced over 8 stages to Whangarei for the night, and, we headed to the Waitakere’s for the first stage, a great bumpy and twisty stage up and down hill to shake out the cobwebs, what a Bugle like sound this car makes! We took it fairly easily as I have never raced this car before, and did not want to slide off the road on the first stage and terrify Blair Thompson, our new navigator again, we had a visit into the kitty litter at Hampton Downs while testing, and cracked the rear bumper, not a great start for my confidence! We changed the suspension settings to some Supplied by Sandro at “Forza Works” in Auckland after this, and the car turns in superbly (when not hard on the brakes) and it stops so amazingly that well we were initially having to speed up again to get to the corners, but was still a bit “tail happy” (but controllable) into corners under brakes when the tyres were cold! We were having trouble with the speed sensor run off our C/V joint on the gearbox for the MONIT rally computer, it’s the second one we have fitted, we do about 5k into a stage and it gets hot and stops working, it returns after about 5k of touring after a stage, not good when we have to have an accurate speed reading to stop us getting penalised for exceeding 200kph, which the F355 will easily do with 1 more gear to go!

continued...

Our speedo reads fast (220kph=200 actual), and at that speed I should really be watching the road instead!!

The rally moved north to around Parakai for the sort of fast and winding hilly stages that I enjoy, relaxing more now as I got used to the car, and we lowered the tyre pressures which helped control the rear end. The further north we went, the better the weather was, and after lunch we were racing in warm sunny conditions, motoring heaven actually! We had a great stage with the camera car following us, which always ups the pace, and we featured on TV and the website as we got airborne over a bridge and bottomed on the other side, after that we ran with the electronic shocks set on firm to stop this low car (and we had already raised it 25mm for this event) from bottoming out so much! It is not until you actually get to race on closed roads that you find out what you need to improve on, and the main thing is that we are still too low on full bump, which leaves a big cloud of (expensive) carbon fibre dust behind from the under body covers. Our racing day ended on the 2nd to last stage, when the bolts came out of the L/H C/V joint and then all we had was 6 neutrals, and we were going to recheck these bolts at evening service as I had replaced the inner CV joints before the event, but hindsight never won a War!

We waited for the crew in the warm sun with faster cars doing 200k past our stricken car, thinking we had a broken shaft in the gearbox, and if so our rally was over, but further inspection under the heat shields showed that only the bolts were missing, so we took 3 out of the other side and drove to a nearby mate's place, Murray Thorburn at Manu mechanical services, (ex Whangarei Automatics) and ratted around in his bolt selection and found enough to fix the car. Luckily for us the last stage was cancelled when a tour car burnt to the ground in it we were told, and so we did not get penalised for not starting it!

We stayed at the Motel 6 at 153 Bank St, famous in Whangarei as the place where the Rainbow Warrior's French bombers stayed, and had a Pizza hut meal, & a 6 pack of bottled Guinness from the supermarket for dinner.

Wednesday 26th

First car leaves at 8.30am today as we return over 6 stages back to Auckland; it's another fine and sunny day as we repeat 2 stages north east of the city. We were started with slower cars today as the seeding seems to be decided on overall placing, not speed, and we had a 10 car drop in start order with the assessed time from not finishing the stage we stopped in. This meant we caught and passed a WRX and finished right behind the Holden in front on the first stage, giving it death as they say, the engine and oil temps were on the red line, and the

oil light came on idling at the finish board! There was a huge amount of fresh pea metal seal on the stage, this had got into the electric fan for the RH Radiator just in front of the back wheel, which also has the oil cooler behind it, and jammed the blades and blew the fuse, we replaced the fuse at service after the next shorter stage, but the fan motor had burnt out by then!

We repeated the 2 stages, and had the same temp issues, and used heaps of water at service to top up the radiator, Glad we were using the fully synthetic Mobil 1 racing 4T oil, which is designed for these sort of conditions, we jumped up the start order to where we belonged, and had no other issues with slow cars, although the lunch break had been shortened and a nice little classic Alfa Romeo from Australia started out of order and 3 cars ahead of us, and the 2 cars in front of us passed it but damaged their windscreens in the flying gravel while passing him, he crossed the line just before we had to pass him!

We rallied southwards after lunch and left via a pointless untimed and potentially damaging publicity stage through temporary Armco barriers beside the service park, and stopped at a place in the Dome valley that had a private airstrip, for service and an early smorgasbord meal, they had helicopter stunt flying demo's (glad I was not in it) drag racing with the Millen GTR and a Helicopter, and a good old-time type rock and roll band and a great smorgasbord for \$10!

We toured from here to Takanini parking at the WOF station for the night, Maurice Thomson from Italian car specialists; Thomson Motors in Te Awamutu, is the Father of our navigator Blair, he was in Auckland on MTA Supershop business, and picked up an aftermarket electric fan from Repco (Blair's employer) to fix our one. We took the car to our nearby motel and found we could fit the new electric motor into our fan housing, and after getting it to turn in the correct rotation fixed this problem, we (Sid) checked and tightened the CV joint bolts again, as we have been doing each stop since the previous days problem, and we could not get a new probe for the rally metre as they had run out of them, They obviously need a new supplier who can supply sensors that can handle more than 80degC, we next visited a supermarket and I bought some new undies, some RWC (whatever that is) ones on ½ price special, as I had forgotten to bring any! We returned the car to the overnight park and we had left over Pizza and a Waikato draught or 2 before bed.

continued...

Thursday 27th

We had 8 stages today, first car set off at 7am, heading towards Taupo where we were to stay at our lakefront holiday home, but it was not to be! We left Auckland in fine but overcast weather, but were unfortunately heading towards the grey clouds to the southwest; we turned off at the Rangariri pub, crossed the Mighty Waikato River and started the first stage of the day. I have done this stage before in Targa, a winding and fast stage over ridges and valleys, I was having a ball now as the engine and oil temps were fine again, the previously low oil pressure when hot had improved as a result, and I was gaining confidence in the car, and revelling in the wonderful noise it makes! The 2nd stage was just out from Hamilton, I have done most of this stage before in the Targa rally (but in reverse direction), so we started from the previous finish, travelling north, and back over the bumpy and narrow roads over hills that I knew well, as we have been looking for a new lifestyle block home in this area, rallying in light drizzly patches. We toured from here to service at Pirongia, in fine weather now but with ominous black clouds ahead, the next stage was another old Targa stage in Reverse, alongside the Kawhia harbour, and in heavy at the end, rain showers, it was very slippery in places, the back was very unstable for a while until we had some heat in the tyres, and a Targa Tour car was in the tide! The camera car was parked where the car was in the tide, and they followed us out of the stage, but I don't think he got close enough to film us.

The next stage was shortened by 20k as there was no communication available at the start, and it would have been a ripper! Even so it was fast winding and slippery in the wet conditions. The next stage went from Waitomo caves north to emerge at the Te Kuiti airport, not raining now, but a wet winding hilly and enjoyable road for those of us that did not hit anything, and a few did! The next stage went from the Marakopa rd. to Piopio; I have done this stage in reverse as well in previous Targa's, by now I was in the groove (as they say) and giving it stick, there was the Hopper car upside down in a drain facing uphill on the outside of a corner, it looked like a big one, but both drivers were ok, towards the end of this stage we developed a thumping noise turning right at high speed, and at service, could not find much wrong, we had had a stone jammed between the CV and the gearbox but it was gone now, so we set off for what was our final stage. The thumping was not there at legal speeds, but as we started the 50+k stage from Te Kuiti that I have done several times before (mainly in reverse of course), the thumping returned!

Now at the start we had the Dobson Nissan GTR starting behind us, I knew he should catch us in this stage but decided he would have to F'N work for it. So... we took off on full attack, giving it death on the

damp road, the rear end slipping and sliding in lots of places, until at about the 30k mark the rear tyres said "F-U" and gave up, with long and lurid slides down the road, we now know what the thumping was, overworked tyres delaminating! More Lurid long slides followed as we raced down the road used as the Otewa rd. hillclimb to the 90deg right at the crowded main rd. junction, both rear tyres were through the canvas to the wire by now, and the car was shuddering badly as the LR tyre delaminated with about 15k to go (we had no tripmeter again), we were forced to slow right down to stop the by now smoking and flat tyre from erupting, and the GTR finally passed us followed closely by a flying Evo, we had no spare tyre aboard so chose to limp out of the stage with a flat LR tyre, if Loeb can do it so can we! We had made a decision to not service after this stage, as the crew did not think they would get there in time, and we would not need fuel, Blair's father had been spectating at the last junction as we limped through, he met us at the finish, and managed to contact our crew, so they had to backtrack from Mangakino with no cellphone coverage, I had to climb a hill in cool but overcast conditions to get reception to guide them in, and it started raining just as they finally arrived, and then the scissor jack collapsed because the hydraulic handbrake had cooled off and the car moved backwards, and the Hydraulic jack would not fit under the car now!

We fitted the new rear tyres, and thump free we set off for Taupo at legal speeds, following the route book towards Wharepapa south, commenting that once again we had a problem on the 2nd to last stage of the day, then a loud clatter from the engine disturbed this train of thought! We stopped and it sounded like the hydraulic tappets had run out of oil, but the oil pressure was still good; temps were fine, so we decided it may have got gravel in the cambelts and jumped a tooth, and the valves may be touching the pistons, so we towed it home on a short Repco towrope (in the rain) to Hamilton. Buggar!

Friday 28th

First car is off at 7.20am for 7 stages today on the way to Palmerston North, we are no longer staying at Palmy, I have cancelled our further bookings, Friends and relatives stayed at our holiday home in Taupo, but without us unfortunately! I went to work and rang Sandro at Forza Works in Auckland for advice (again, he must be getting sick of me!) I have decided the most likely scenario is that we have broken the crankshaft! I have found a few engines on the web, one only done 5000miles for US\$23000 so all is not lost, a new crank is US\$15000, plus bearings etc. so I believe a low mileage S/H engine is the way to go!

continued...

Saturday 29th

First car leaves at 8.10am today, for 8 more stages to the finish at Havelock North, but we will not be staying in Hastings either, I was babysitting our wonderful granddaughters overnight, and was intending to go down to spectate the last stages on my BMW R1100s, but as I geared up to do this, it started raining, so I thought "STUFF THIS" and stayed home instead to write this dribble, and the rain stopped soon after I decided that!

Sunday 30th

After the prize giving breakfast today at 9am, the remaining competitors will head home to reality!



LH Rear tyre, not what it was 3 days earlier, Quick, where's the tyre Pando?



RHR Tyre also past its use by date after 3 days of thrashing, 10 laps of Hampton Downs, And a trip to Taupo or two, proving that RHD drivers always turn harder to the right!!



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Hamilton Car Club



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