

Wheelspin



Committee

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PRESIDENT	Larni Burkhart	027 425 5554 president@taranakicarclub.org.nz
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WEBMASTER	Larni Burkhart	0274255554 webmaster@taranakicarclub.org.nz

Committee Meetings are at 7pm, the 2nd Tuesday of every month at The Plymouth International

Club Patron

Max Pennington

Life Members

Current Members

Mr & Mrs R W Northcott
David Bransgrove
A H Halcombe
Brian Parkinson
Irwin & Joyce Bracegirdle
Gary Adlam
Ken Rowe
Ross Calgher
Neil Cowley
Alan Hooper
Harry McKee
Don O'Connor
Kevin O'Neill
Max Sole
Max Pennington
Annabelle Sutton
Gavin Cox

In Memory of:

Jack Rutherford
Dorothy Rutherford
Wyn Sheard
Jack Harwood
Gordon Lawrence
Keith Hughes
Doug Leighton
St Ledger Reeves
Don Blackbourn
Joan Blackbourn
Brian Bayliss
Keith Anderson
Mike Holswich
Ross McLean
Clem Lawson

Taranaki Car Club, PO Box 704, New Plymouth

Upcoming Events

JUNE 26 2021

AGM – New Plymouth Club – 3:30pm
Prizegiving – New Plymouth Club – 6:30pm

AUGUST 2021

Stratford Street Sprint – STCC

SEPTEMBER, 2021

Hillclimb – Tariki Rd North – TBC

OCTOBER, 2021

Parihaka Road Hill Climb

New Members

Taranaki Car Club welcomes the following new members:

William Adlam
Al-Jumaily Ahmed
Jason Andrews
John Connell
Matt Lyons
Lindsay Lyons
David Ormsby
Reece Tanner
Scott William
Tim Wood

Its great to see so many new people joining the club, if anyone new or old has any question or suggestions, please don't hesitate to ask any of the committee. We would like to welcome new people to the club and motorsport

**370 Broadway
Stratford**

WESTEND HIRE

Centre

EQUIPMENT HIRE

06 765 5300

027 3787826

Club Scrutineers

Scrutineer	Contact #
Kiley Jury *	027 229 5911
Glen Bublitz *	027 412 5494
Andrew Larsen	027 577 5118

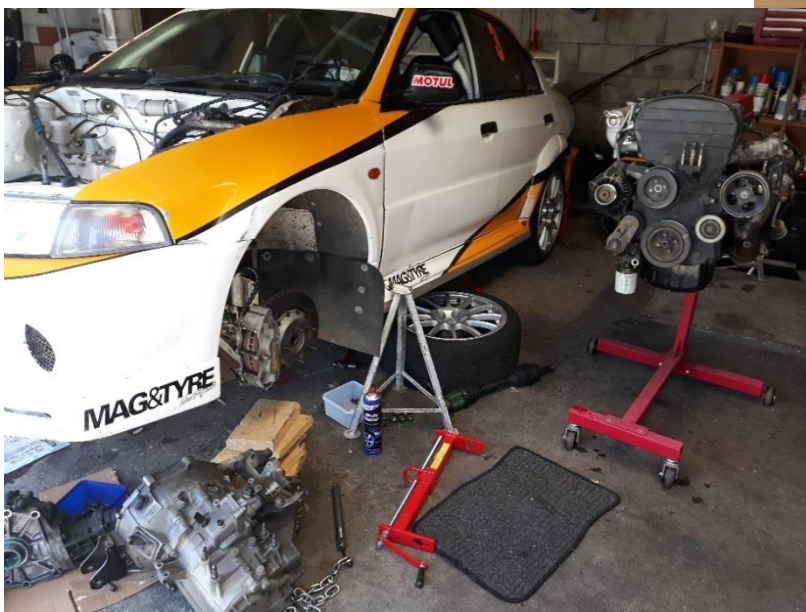
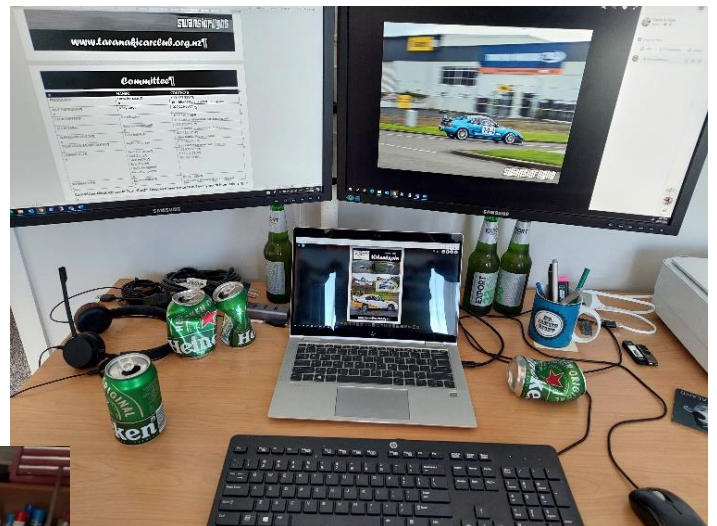
Scrutineers marked with * are "A" scrutineers who can sign off motorsport authority cards etc. Further scrutineers are located on the MotorSport NZ website

Taranaki Car Club are in need of more scrutineers. Anyone who has an interest in becoming a licensed scrutineer please contact Motorsport NZ direct. Feel free to contact Glen B or Kiley J or Andrew L if you want further information on the process and what is involved, it's not that hard and TCC would appreciate the help. Volunteers are what make the sport successful.

Dribble from the Editor

Since the covid thing started I've become very comfortable working from home, hence the Sunday afternoon work on wheelspin. I have a pretty good set up now in my home office, and it's almost like working in an actual office except the fridge is closer and I don't have to wear clothes if I don't want to.

There has been quite a lot going on since the last edition, I painted my dining room and built a deck out the side of the house, also managed a full renovation job on my mate's apartment, and did my day job. But let's talk motorsport!



Greg did a great write up about the super lap series that he won, you can read that a few pages on. Its great to get some background on what other competitors are doing

I recently found out that Holinger gearboxes are bloody expensive to repair! I dropped the motor and gearbox out of my EVO 5 to do the clutch and head gasket which gave up at the last TCC events of last year, only to find a tooth came out of the gearbox when I drained it. Turns out it came off 5th gear, so off to GearTech we go. I had to wait for parts to come from Aussie so he packed out 5th gear somehow so it was then a four speed gearbox, put

it back in the car and raced it at STCC Hu road. Unfortunately I needed 5th gear that day, sitting on the rev limiter in 4th gear for ages hampered my time but was still able to get 2nd place behind Steve, who was absolutely flying that day. Then pulled the gearbox out again and sent it back to Geartech, they put a new 5th gear in it, \$1600 just for one gear blew me

away! You would think I would be getting good at removing and refitting gearboxes, but no, I bloody hate it! Lucky my son needed some practice, so he helped (he didn't really have a choice). BOOM we have 5 gears again, yehaa!

We have had some awesome events over the past few months, Three from STCC and two from TCC + drags with Gunners Inc. Hu Road, the Drags, Mana Road, DeHav street sprint, Tiromoana and Ararata. As Larni mentioned the Ararata road hill climb is bloody awesome, I would love to do that bit of road every weekend, it has to be my favorite hill climb. This year at Ararata we had great weather and the road had shit loads of grip, hence why the record was broken by Stu Robertson in the mighty Corolla (not a standard Toyota Corolla though)



When can we do the "Inaugural Mount Messenger Hillclimb"? That will be AWESOME, lets watch this space for another 3 years. Drove over it the other day and still dreaming..... although there are some huge drops off the side

Club Captains Stuff...

What a season it has been for all involved. Was awesome to see so many new members join and compete in some of our events. Also has been great to have so many out of town cars come and support our events. Its been a season of next to no whoopsies from the drivers and definitely no majors which was good to see from a club point of view. The season ended a few weeks ago with the double Hillclimb weekend run by south Taranaki Car Club which proved to be 2 days of awesome racing and well run events. Next on the agenda we have the AGM



and prizegiving and it would be great to see as many people there as we can to socialize and show there appreciation to the hard working committee members who have made this season possible.

If anyone is willing to come on board next season and relieve some of the work from the same members that do the work event after event please contact one of us. That's me signing out for this season, and it's a season I managed to go through without damaging the car or more importantly a front bumper.

Karl Giddy

Club Captain

Presidents Report

Kia Ora Everyone,

Golly would you look at that its June already.

First half of the year has been jam packed with a mix of STCC & TCC events. A particular favourite for myself is Ararata Rd Hill climb run by South Taranaki Car Club, it's a challenging but fun piece of road to race on with 35 plus corners to the top which keeps on you your toes for a few minutes.

Hope you all enjoyed this season with its mixture of Hill climbs, Bent and street sprints, the committee has been working hard behind the scenes to put on a great year of racing for you all. If there are events you would like to see next season let the committee know and we will do our bests to put them in the schedule.

We're seeing a great number of out of region competitors attending Taranaki events this last year, so i think it's time we got a few of us together and headed along to some of theirs, Any takers? If your interested get in contact.

It's great to see the influx in new members this year, we welcome you all and hope to see you all at future events. If you see one of our new member's, be sure to say hello and help them out with any questions they may have about the sport.

With the season now all done it means it's time to sort trophies and get ready for prizegiving, which is on Saturday 26th June at the New Plymouth Club, AGM will be held before hand. More information about this is on the website. Please RSVP by 16th June.

Something exciting to look forward to for next year is the club's 70th Anniversary. We have somethings brewing so stay tuned..... If your interested in being a helping hand for this event contact myself on 0274255554.

Last thing, I'd like to say a huge thank you to the Team "Committee", You guys are absolute machines that get shit done, I Look forward to working with you all again next season..... that is, if we all get re-elected. Thank you

Cheers,

Larni Burkhart



Taranaki Car Club
70th



SINCE 1952

Special celebration event announced soon for early 2022

STCC Hu Road Sprint



Position	Driver	Car	CC	Class	Practice	Off. 1	Off. 2	Off.3	Off.4	Fastest Time
1	Steven Milham	Subaru - Legacy	0	E4WD	01:33.66	01:31.85	01:29.30	01:31.06	01:31.56	01:29.30
2	Glen Bublitz	Mitsubishi - EV05	2000T	E4WD	01:32.26	01:31.35	01:35.56	01:29.92		01:29.92
3	Jared Neilson	Honda - Civic	0	D2000+	01:42.77	01:36.86	01:33.94	01:35.89		01:33.94
4	Bruce Commerer	Ford - Escort Mk1	1796	C 1601-2000	01:43.59	01:39.80	01:34.76	01:34.86		01:34.76
5	Karl Giddy	Nissan - Silvia S15	2600T	D 2000+			01:45.04	01:35.01		01:35.01
6	Troy Everitt-Hood	Toyota - Curren	1998	C 1601-2000	01:40.34	01:39.21	01:42.47	01:36.23		01:36.23
7	Larni Burkhart	Mitsubishi - EV05	2000T	E4WD	01:36.36	01:38.98	01:37.47	01:37.12		01:37.12
8	Mike Foreman	Mitsubishi - Lancer	2000T	E4WD	01:43.87	01:40.24	01:37.70	01:50.26		01:37.70
9	Kurt McGhie	Toyota - Curren	1998	C 1601-2000	01:41.53	01:40.60	01:38.47	01:38.12		01:38.12
10	Jai Monaghan	Leyland - Mini	1275	A0 - 1300	01:52.28	01:38.25	01:42.47	01:44.68		01:38.25
11	Mike Burr	Morris - Cooper	1275	A0 - 1300	01:42.04	01:41.07	01:39.69	01:41.21		01:39.69
12	Toby Scott	Nissan - Cefiro	3000	D 2000+	01:47.39	01:40.88	DNF			01:40.88
13	Stephen Burgiss	Leyland - Mini	1293	A0 - 1300	01:49.20	01:45.09	01:42.29	01:43.02		01:42.29
14	Jordan Pollock	Mitsubishi - Lancer	0	F Classic	01:51.43	01:47.42	01:48.72	01:46.24		01:46.24
15	Ross McCall	Fiat - 124 Sports	1300	F Classic	02:05.49	02:01.72	01:53.85	01:50.21		01:50.21
16	Rodney Penn	Toyota - Altezza	1990	C 1601-2000	01:56.72	01:53.97	01:52.20	01:50.58		01:50.58



Mana Road Hillclimb

Mana Road Bent Sprint - Results

Rank	Bib.	Name	Class	(Rank)	Time	Run 2	Run 3	Run 4	Run 5	Gap
1	500	Phil Derby	F	(1)	01:47.67	01:49.74	01:49.48	01:49.48	01:47.67	
2	3	Glen Bublitz	F	(2)	01:48.60	01:57.03	02:02.09	01:51.54	01:48.60	0.93
3	21	Keith Finnerty	D	(1)	01:49.59	01:58.67	01:53.54	01:53.01	01:49.59	1.92
4	991	Shay Burkhart	D	(2)	01:50.54	01:57.12	01:52.43	01:52.34	01:50.54	2.87
5	110	Steve Milham	F	(3)	01:52.32	01:52.97	01:52.32	01:52.37		4.65
6	22	Alan Austin	D	(3)	01:52.64	01:52.64				4.97
7	78	Bruce Commerer	C	(1)	01:53.45	02:00.00	01:55.29	01:53.45		5.78
8	195	Lance Prouse	B	(1)	01:55.27	02:00.03	02:16.81	01:58.50	01:55.27	7.6
9	991	Larni Burkhart	F	(4)	01:55.77	02:10.58	02:01.96	02:01.47	01:55.77	8.1
10	95	Karl Giddy	D	(4)	01:58.61	02:11.48	02:05.30	02:08.09	01:58.61	10.94
11	10	Tim Bush	B	(2)	02:03.72	02:15.69	02:16.55	02:09.60	02:03.72	16.05
12	1002	Ross McCall	D	(5)	02:03.79	02:21.54	02:09.97	02:15.25	02:03.79	16.12
13	104	William Adlam	B	(3)	02:08.37	02:17.77	02:08.47	02:34.20	02:08.37	20.7
14	1001	Reece Tanner	F	(5)	02:12.89	02:19.89	02:18.74	02:18.04	02:12.89	25.22

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Contact Jason Sole, jason@spillcontrol.co.nz or Erica Sole, sales@spillcontrol.co.nz





De Hav Street Sprint 2021

De Havilland Drive Street Sprint Ranking after 6 run

Rank	Bib.	Name	Category	Run 1	Run 3	Run 4	Run 5	Run 6	Time	Gap
1	22	Austin Alan	D	1:30.129	1:25.879	1:24.825	1:22.913	1:22.878	1:22.878	
2	39	Cutelli Barry	B	1:27.314	1:24.496	1:23.490	1:24.850	1:24.850	1:23.490	0.612
3	144	Hirst Greg	D	1:29.946	1:27.050	1:27.411	1:27.981	1:25.668	1:25.668	2.790
4	62	Sole Brendon	D	1:34.053	1:29.755	1:27.154	1:26.284	1:27.095	1:26.284	3.406
5	3	Bublitz Glen	F	1:52.677	1:28.781	1:27.695	1:26.842	1:27.960	1:26.842	3.964
6	311	Andrews Jason	D	1:32.330	1:44.475	1:33.171	1:30.134	1:29.658	1:29.658	6.780
7	500	Derby Phil	F	1:30.047	1:30.224	1:29.798			1:29.798	6.920
8	110	Milham Steve	F	1:33.024	1:30.599	1:30.535	1:31.629	1:30.137	1:30.137	7.259
9	78	Commerer Bruce	C	1:33.113	1:32.274	1:32.753	1:30.155	1:31.084	1:30.155	7.277
10	95	Giddy Karl	D	1:36.131	1:32.673	1:31.943	1:31.056	1:40.112	1:31.056	8.178
11	44	Dobson Josh	D	1:37.407	1:37.180	1:36.819	1:31.642	1:39.680	1:31.642	8.764
12	1002	McCall Ross	D	1:38.616	1:38.014	1:34.296	1:33.697	1:32.215	1:32.215	9.337
13	195	Prouse Lance	B	1:38.071	1:37.204	1:36.252	1:36.139	1:33.642	1:33.642	10.764
14	309	Everit-Hood Troy	C	1:42.783	1:39.239	1:35.440	1:34.177	1:34.048	1:34.048	11.170
15	305	McGhie Kurt	C	1:46.158	1:40.660	1:37.878	1:36.926	1:35.587	1:35.587	12.709
16	272	Pollock Jordan	F	1:39.778	1:38.751	1:38.267	1:35.897	1:37.013	1:35.897	13.019
17	514	Wadeson Johnny	D	1:44.304	1:44.658	1:38.266	1:36.205	1:36.205	1:36.205	13.327
18	17	Macey Phillip	D	1:47.250	1:37.241	1:46.815	1:36.761	1:39.897	1:36.761	13.883
19	307	Ormsby David		1:42.176	1:41.730	1:37.733	1:38.400	1:37.146	1:37.146	14.268
20	117	Connell John	D	1:42.995	1:38.400	1:37.645			1:37.645	14.767
21	310	Hintz Taylor	CK	1:43.232	1:46.082	1:40.059	1:38.781	1:38.713	1:38.713	15.835
22	306	Penn Rodney	C	1:48.743	1:44.433	1:41.470	1:43.014	1:40.060	1:40.060	17.182
23	576	Tanner Reece	F	1:50.536	1:46.043	1:41.578	1:42.787	1:42.787	1:41.578	18.700
24	104	Adlam William	B	1:46.460		1:43.840	1:42.436	1:43.527	1:42.436	19.558
25	10	Bush Tim	B	1:46.785	1:45.511	1:53.525	1:43.824	1:44.421	1:43.824	20.946
26	1000	Wood Tim	D	1:54.369		1:48.154	1:45.156	1:44.445	1:44.445	21.567
27	513	Wadeson Georgia	D	1:53.133	1:49.108	1:48.611	1:47.187	1:56.041	1:47.187	24.309



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Photos are available from Nigel Swan in full resolution and/or printed, contact via nigel@swansinflight.co.nz for details, photographers spend a lot of time and money to capture some awesome shots so please support them, images in this bulletin are donated free of cost. Taranaki Car Club very much appreciates the time and energy provided for the images

Superlap Season 2021

The blue MR2 had been off the road for the past one and half years, getting upgrades. The plans were bigger than my time really allowed. Redo the exhaust from the manifolds to the muffler. I wanted it to have the two 2.5" pipes out to the boot, ready for a twin entry turbo, with that to come later. Also, the sump required remounting due to a leak. The plan was to replace the upper sump with an oil cooler style upper sump, but with complications and time needed spending elsewhere, this never got done. The priority got shifted to repositioning the Linx G4 Xtreme ECU from the boot into the cabin. The boot is full of exhaust, i.e., plenty of heat, and this will start causing issues later. Moving the ECU is easier said than done. This was going to be a completely new engine loom, fuse, and relay box. I started with a Link A and B 5 metre loom, and a whole heap of MIL spec power and ground wire, over the top, yea why not, new connectors, and a few additional sensors. This was a bit of a process and plenty of swearing. Magically the car started basically first time, Toyota's for you, only issue was it was running on four cylinders instead of six. That's what you get when you don't double check all the connections correctly, and those two cylinders had their coils not plugged in correctly. So now she was already for the start of the season.

Round 1 at Taupo, and it had been a fair while since I had last driven her, Gutless the red MR2 had filled in for one event, which only made me want the blue MR2 back running again even more. This season numbers were a little low, with 7 Open class competitors for the season and one more to come later, 2 cars in Pro Street, and 3 in Street. We did have a few extras for this weekend, with a couple doing double duty with us and IPC. First session was intended to just blow off the cobwebs and check the wiring works. Instead, the pace picked up, the finally flying lap I was on for a good time but unfortunately caught traffic

braking from the back straight. The car felt awesome, but later sessions I started to notice the engine playing up a bit and the rev gauge going a little nut's. This was traced down to a lack of grounding on the engine block causing low voltage in some places and poor trigger signal, a fairly simple fix. In any case the car was working



the best it has, and I was regularly running under my previous PB, and reset it with a best of the weekend 1:43.1, and 3rd overall for the weekend behind Karl's Super tourer and Todd's Mustang. This put me 1st for the season's competitors.

Next we moved to Pukekohe for my first experience at the long back straight, and only the second visit with the blue MR2. So this was going to be more of a coming to grips weekend. First session was more of a "holy s*** this is fast" and trying to work out how late I can brake into the hairpin. The car feels very stable through the high speed stuff, big wang does its job well, slowly creeping up on the speed through turn 1 and the final corner, with the final two left hand kinks absolutely flat in the blue car. There were a couple of require change of pants moments, in turn 1 and 2, but nothing major. We were given a little bit longer than normal with only 10 of us, we only had one group. This made things interesting catching traffic and planning when best to pace. There may have been a little hail Mary, into the hairpin, from a fair way back at one point. By the end of the Saturday, I had managed a 1:07.1, half a second behind Brendon in his VK Commodore touring car, I was sure I could catch him the next day. Next minute, Covid. News came through about 10pm that Auckland was going into lockdown. We were staying in Hamilton and the panic was setting in, with the potential my baby would be stuck at the Pukekohe track for who knows how long. Gary, the track manager, managed to sort out something so we could all get our cars out. So that was it, Sunday was postponed. Unfortunately, the date that had been set to complete the event clashed with another event I was committed to, so I couldn't go. Another issue was a late season entry come in and decided to do that part two of the event, which he won, putting me back to 3rd.

Back to Taupo again for round 3. We turned up to a rather moist track, with it looking like it could be off and on all weekend. I was pretty nervous as I had heard that the Nangank AR1's I'm running, aren't so great in the wet and promised some action. I had learnt from last time in the wet, to bump the tyre pressures up quite a bit. First session I managed to put over 2 seconds on the rest of the field, even though I was battling some horrible understeer. Later sessions Anton in his turbo MX5, came back at me, I still managed to keep him within a second, while there was a further 3 seconds back to everyone else. It was actually a fairly uneventful, car never really got loose, probably wasn't trying hard enough. The aero was putting on a show, you could definitely see the rooster coming down the back straight. I couldn't see anything in the rear mirror except the funnel of water being thrown in the air. Sunday morning, we woke to another wet day. I managed to fix the understeer issue, dropping the front back to where it was and just live with the tyre to chassis rail rub. First session was just a repeat of the day before, Anton and myself disappearing from the group. The day finally dried up and ended up being pretty grippy, with everyone going much faster. Ben in his Evo pulled one out of the bag to go fastest, half a second ahead of me. Going into the last session I had it all to do. I had already bettered my PB from round 1, with me in it. I lined up behind Ben, I decided to stay fairly close, maybe get a draft down the back straight. First flying lap, I could see him pulling a slight gap, then the second lap I was creeping closer and closer, now I had the draft down the back straight. The pressure got to Ben, and he locked up coming off the back straight and ended up taking the runoff into the pits, releasing me to reset my PB again, 1:42.3, and better Ben's time from the previous session. Unfortunately, that first lap he got the gap, was faster still, to beat me by 0.4 of a second, leaving me 2nd for the round.



The week after Taupo was De Havilland Drive, on the "new" layout. It had been a while since I had last competed in a car club event, and this one is usually a good one. I had made new canards for testing, well made to see if they fall off the car or not. It was meant to be turn up and have a bit of fun, nothing serious. The first run changed that a bit, when I saw I was up into 2nd. The car was on point, it was really sticking around the tight hairpins. A little bit of trail braking and a whole lot of throw it in there and see what happens. The 2nd place didn't last long, when Alan Austin

finally got his car close enough to sorted to go first. Now it was the battle to keep 3rd, with Glen and Brendon clipping at my heels. The 4th and 5th runs were both pretty average, with missing the odd gear or getting a little too loose coming out of the last cul de sac. Both Brendon and Glen went ahead, leaving it all to do on the last run. Everything come



together for the final run, I don't think I could really have got much more out of it. I thought Brendon was too far ahead to catch, Glen come over to congratulate me and told me my time, I couldn't really believe it, first Taranaki driver home.

Leading into the final round of NZ Superlap, at Hampton Downs, I didn't want to leave anything on the table. Again, more aero. With about 3 weeks to get it done, I decided I needed more front aero. The canards were the first item on the list, completed ready for De Havilland Drive. Then side skirts, to help seal the "flat" undertray of the car. Well its flat from the splitter to the engine, just behind the cabin. Vents behind the front tyres and smoothen the airflow from the wheel arches. I had plenty of little disasters with the weather not helping. I had resin that didn't cure, even after a week. Body filler on the side skirts that didn't get enough hardener. Paint that peeled off the layers of paint below it. In any case they were useable by the time I needed the car on the trailer, not pretty, but race car. I turned up for the test day on the Friday, just to check the balance of the car with the changes made and ran into an issue. The ECU was giving me knock warnings, which I had never had before. Quick message to Ross my tuner, and dash up to Pukekohe to Supercheap, for anything and everything fuel related. The final test session the issue seemed to have gone away.

Into the final round, I knew all I needed was to finish 2nd to Glen and I would have the championship won, no pressure. I had heard that Brendon was very fast at Hampton Downs, and his PB was well faster than mine, and Ben's car had come from nowhere at Taupo, it was shaping to be a 3 way battle for 2nd, with all 4 of us with a chance of winning the championship, yes nervous. Things didn't get off to the greatest of starts with me realising I only really have enough fuel for one flying lap, not two like I had thought earlier. This meant I only got one flyer on a patchy damp off line track. This

had me down somewhere like 6th. The 2nd session went better but they had timing issues leaving us with only 3 laps and not the best of conditions. Glen went well ahead, straight into the 1:11s. Brendon put down a solid marker 1:14.5 and sounding like more to come. I struggled to repeat what I'd done the day before and only managed a 1:14.8 and still behind my previous competition PB. Third session, and again I couldn't find what I needed and car just didn't



seem to be the same, and I only match my PB 1:14.7. There was some bad news for Brendon. He had popped his engine in this session and hadn't gone quicker, so that was him done. Ben had also had some drama's, mainly in his IPC races, including sending it into the kitty litter due to some dodgy brakes, which destroyed his front bumper, and then Sunday blowing a diff to end his weekend. The final session of Saturday, this was the session, I needed to beat Brendon's time here and now. There were plenty of scrappy laps, including some impromptu "drifting" through turn 2 and 3. Then I finally got it together, I had the car slipping just a bit, right on the edge. I saw the green flash lights for one more lap, this time I felt like I had nailed it. I got the flag, I looked down at my timing, my timing read out 1:14.2, I had done it, I believed that I was the champion, and may have been a little emotional that this point. The lap before had been a 1:14.1 unbeknown to me. Sunday was all about getting that 1:13. Morning conditions were perfect. With some pretty scrappy laps and managed to reel off that one lap, where everything came together, and managed one single lap of 1:13.6. This just signed off a pretty awesome season, short not like this article. The goal is always to go faster, so much more to come.

Cheers

Greg Hirst

STEE Tiromoana Road Hillclimb

TIROMOANA DIGN4U HILLCLIMB Sat 15th May 2021 - Results by Position

Position	Driver	Car	CC	Class	Practice	Off. 1	Off. 2	Off.3	Off.4	Fastest Time
1	Stu Robertson	Toyota - Corolla	3400	D 2000+	01:13.91	01:08.62	01:06.05	01:04.95		01:04.95
2	Steven Milham	Subaru - Legacy RS	3400	E 4WD	01:13.56	01:08.66	01:07.35	01:06.78		01:06.78
3	Shay Burkhart	Mazda - RX7	4002	D 2000+	01:14.82	01:11.47	01:08.59	01:07.58		01:07.58
4	Majo Janecek	Fiat - X1/9	1000	A 0 - 1300	01:18.16	01:11.89	01:11.51	01:07.90		01:07.90
5	Loren Brookes	Subaru - Impreza WRX Sti	3400	E 4WD	01:19.65	01:14.29	01:08.92	01:08.48		01:08.48
6	Webster Gough	Toyota - Starlet GT	2540	D 2000+	01:16.27	01:12.28	01:08.75	01:08.54		01:08.54
7	Glen Bublitz	Mitsubishi - EV05	3400	E 4WD	01:17.73	01:11.86	01:09.04	01:10.00		01:09.04
8	Alan Groves	Subaru - Impreza WRX	3400	E 4WD	01:25.71	01:16.03	01:14.55	01:10.11		01:10.11
9	Rowan Price	Nissan - Pulsar Gti	1596	B 1301-1600	01:15.52	01:12.19	01:32.61	01:10.12		01:10.12
10	Bruce Commerer	Ford - Escort Mk1	1796	C 1601-2000	01:16.99	01:13.49	01:12.37	01:10.97		01:10.97
11	Karl Giddy	Nissan - Silvia S15	4420	D 2000+	01:22.20	01:18.48	01:15.35	01:12.61		01:12.61
12	Troy Everitt-Hood	Toyota - Curren	2000	C 1601-2000	01:26.84	01:19.09	01:14.74	01:12.80		01:12.80
13	Larni Burkhart	Mitsubishi - EV05	3400	E 4WD	01:22.03	01:19.83	01:15.70	01:14.03		01:14.03
14	Andy Lloyd	BMW - 320i	2000	C 1601-2000	01:22.48	01:16.20	01:15.93	01:14.09		01:14.09
15	Tim Bush	Toyota - MR2	1600	B 1301-1600	01:23.95	01:17.51	01:15.06	01:14.47		01:14.47
16	Caprice Bouzaid	Subaru - Impreza WRX Sti	2500	E 4WD	01:21.05	01:15.14	01:15.33	01:15.79		01:15.14
17	Yvette Bouzaid	Subaru - Impreza RXi	2500	E 4WD	01:23.63	01:20.50	01:21.84	01:18.49		01:18.49
18	Kurt McGhie	Toyota - Curren	2000	C 1601-2000	01:35.66	01:25.82	01:22.70	01:18.67		01:18.67
19	William Adlam	Toyota - Corolla	1600	B 1301-1600	01:31.10	01:24.03	01:23.54	01:18.69		01:18.69
20	Reece Tanner	Mitsubishi - Mirage	1798	C 1601-2000	01:29.47	01:24.70	01:22.46	01:20.26		01:20.26
21	Murray Wells	BMW - 320i	2000	F Classic	01:28.84	01:25.89	01:21.49	01:20.34		01:20.34
22	Rodney Penn	Toyota - Altezza	1990	C 1601-2000	01:31.72	01:28.99	01:24.56	01:24.05		01:24.05

STEE Ararata Road Hillclimb

ARARATA DIGN4U HILLCLIMB 16th May, 2021 - Results by Position

Position	Driver	Car	CC	Class	Practice	Off. 1	Off. 2	Off. 3	Off. 4	Fastest Time
1	Stu Robertson	Toyota - Corolla	3400	D 2001 +	DNF	01:51.36	01:48.78	01:53.09		01:48.78
2	Glen Bublitz	Mitsubishi - Lancer EVO 5	3400	E 4WD	02:05.92	01:55.97	01:52.94	01:52.56		01:52.56
3	Shay Burkhart	Mazda - RX7	4002	D 2001 +	01:57.82	01:55.05	01:54.49	01:53.41		01:53.41
4	Steven Milham	Subaru - Legacy RS	3400	E 4WD	01:57.57	01:55.32	01:54.57	01:55.43		01:54.57
5	Karl Giddy	Nissan - Silvia S15	4420	D 2001 +	02:01.03	01:58.62	01:56.43	01:56.33		01:56.33
6	Rowan Price	Nissan - Pulsar Gti	1596	B 1301-1600	02:00.75	01:57.89	01:57.33	02:01.33		01:57.33
7	Bruce Commerer	Ford - Escort	1796	C 1601-2000	02:07.11	02:01.18	01:57.81	01:57.66		01:57.66
8	Loren Brookes	Subaru - Impreza WRX Sti	3400	E 4WD	02:08.24	02:02.57	01:57.69	01:57.83		01:57.69
9	Alan Groves	Subaru - Impreza WRX	3400	E 4WD	02:17.76	02:01.56	01:58.56	01:58.42		01:58.42
10	Webster Gough	Toyota - Starlet GT	2545	D 2001 +	02:03.29	02:12.56	01:59.09	02:06.04		01:59.09
11	Larni Burkhart	Mitsubishi - Lancer EVO 5	3400	E 4WD	02:10.73	02:06.23	02:04.81	02:02.86		02:02.86
12	Troy Everitt-Hood	Toyota - Curren	2000	C 1601-2000	02:16.66	02:06.89	02:03.19	02:03.09		02:03.09
13	Johnny Wadeson	Nissan - Silvia S14	3397	D 2001 +	02:13.50	02:11.08	02:08.09	02:05.58		02:05.58
14	Andy Lloyd	BMW - 320i	2000	F Classic	02:10.38	02:07.04	02:07.00	02:34.63		02:07.00
15	Kurt McGhie	Toyota - Curren	2000	C 1601-2000	02:20.93	02:12.81	02:09.06	02:08.19		02:08.19
16	Tim Bush	Toyota - MR2	1600	B 1301-1600	02:15.07	02:10.11	02:09.24	02:09.77		02:09.24
17	William Adlam	Toyota - Corolla	1600	B 1301-1600	02:18.31	02:13.33	02:13.62	02:17.43		02:13.33
18	Jordan Pollock	Mitsubishi - Lancer GSR	3400	E 4WD	02:25.50	02:15.94	02:16.31	02:15.84		02:15.84
19	Rodney Penn	Toyota - Altessa	1990	C 1601-2000	02:26.39	02:20.64	02:16.50	02:18.37		02:16.50
20	Murray Wells	BMW - 320i	2000	F Classic	02:26.83	02:22.03	02:18.70	DNF		02:18.70

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Club Membership



MEMBERSHIP APPLICATION 2021

1 February 2021 to 31st January 2022

New
(Please tick one)

Renewal

Surname: _____ Membership Number: _____

First Names: _____

Address: _____

_____ Post Code: _____

Date of Birth: _____

Home Ph: _____ Mobile Ph: _____

Email: _____

For NEW members only – please indicate a proposer and seconder (must be current TOC members)

Proposer's Name: _____ Signature: _____

Seconder's Name: _____ Signature: _____

Membership Type

- Single \$70
- \$40 From October 1st (Single only)
- Double \$80
- One competing member only
- Family \$90
- One competing member only

Competition Number

Preferred Car/Race Number: _____

Second choice: _____

Third choice: _____

Payment (Please Circle one) Direct Credit Cheque Cash

For Direct Credit: Use your Surname and membership number as reference. Pay to account: 15-3942-0004244-00

*NOTE: Annual membership is valid from 1st Feb to 31st Jan of the following year.
Renewals must be paid by the 1st Feb each year to retain voting or competing rights.*

I hereby apply for membership of the Taranaki Car Club Inc. I have attached payment in anticipation of my membership application being accepted.

I AGREE TO ABIDE BY THE CLUB CONSTITUTION AND RULES.

I/we hereby give consent to my/our name, address, telephone number(s) and other information forming part of my/our membership details to be held by the TARANAKI CAR CLUB and to be used for the club's objectives. I/We acknowledge my/our rights to access correction of the information. This consent is given in accordance with the Privacy Act 1993.

SIGN HERE: _____ Date: _____

Send to: Membership, Taranaki Car Club, PO Box 704, New Plymouth 4340
or email to: membership@taranakicarclub.org.nz

Received:
Email / Mail / Phone

<https://www.taranakicarclub.org.nz/membership/>

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