



Issue 2 - 2020

Wheelspin



SWANSINFIGHT



SWANSINFIGHT

www.taranakicarclub.org.nz

Committee

POSITION	NAME	CONTACT
PRESIDENT	Larni Burkhart	027 425 5554 president@taranakicarclub.org.nz
VICE PRESIDENT	Kiley Jury	027 229 5911
CLUB CAPTAIN	Karl Giddy	027 235 7768 clubcaptain@taranakicarclub.org.nz
SECRETARY	Georgia Wadeson	027 309 0567 secretary@taranakicarclub.org.nz
WHEELSPIN EDITOR	Glen Bublitz	027 412 5494 Glen.bublitz@gmail.com
TREASURER/MEMBERSHIPS	Keith Finnerty	027 751 0866 treasurer@taranakicarclub.org.nz
COMMITTEE	Andrew Larsen Karl Giddy Glen Bublitz Sean Bryce David Geraghty Neil Thompson	027 577 5118 027 235 7768 027 412 5494
WEBMASTER	Larni Burkhart	0274255554 webmaster@taranakicarclub.org.nz

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

Patron of the Club

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

FEB 20/21 2021

(ECCR)Egmont Classic Car Register) Ngawhini Sprint/Hillclimb
Hu Road Hillclimb (TCC Points)

MARCH 07, 2021

EZE Wash Naki Street Drags

APRIL 17/18, 2021

Stanley Road Hill Climb
De Havilland Drive Street Sprint

MAY 08/09, 2021

Tiromoana Road Hill Climb
Ararata Road Hill Climb

New Members

Taranaki Car Club welcomes the following new members:

Kurt McGhie

Troy Everitt-Hood

Waylon Banks

Toby Scott

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

Note from the Editor

So, I'm new to this, but I'll give it a crack. Stacey has set the standard high over the last few years, hence some big shoes to fill (figuratively of course)

We've had four events so far in this season. Kirihaui Road Hillclimb, Waitara Street Sprint, 19/20 season prize giving, and of course Foreman Road Hillclimb.

Kirihaui road was great fun, good to get back into a Hillclimb as it seems like forever since we did one. The weather was good albeit a bit windy. I think the key to a good time is don't lift at all after the last tight left-hand turn, keep it flat over the crest at the top and resist the urge to lifting off the gas which makes the last three corners rather fast. It gave me an extra 10Kph over the finish line. Dave G took out the win with a time close to a course record (I think)

Waitara street sprint has a great turn out of competitors, helpers, and a big crowd. Hundreds of hours combined prep/planning and execution went into having a great event, Andrew did a write up on it to save me from doing it.

19/20 season club prizegiving was held in the evening after the Waitara street sprint, we had a reasonable turn out of people and a lot of laughs were had

Foreman Road Hillclimb was held the day after Waitara to make up the double weekend, with a later than usual start due to the previous day and nights events, around 20 competitors took part, most of which were from out of town

Cheers, Glen B

Club Captains Stuff...

We all know this writing thing isn't my strength, so ill keep it short and sweet like me. So we'll give it a go. What a year it has been with covid throwing everything in the air. Thankfully we were able to get back racing and managed to hold some good events.

Waitara was a hit with the locals and competitors again, foreman road the next day had the most competitors we have had at a hillclimb in a long time which was awesome to see. Last seasons prizegiving which was postponed from earlier in the year was held on the Saturday night after Waitara with a pretty good turn out in the end but still would be nice to see more competitors and club members come and socialise and support the ones who have done well for the season.

The committee are looking for new event locations at the moment as some of the ones we have used in the past are no longer cost effective or available. If anyone has any ideas on some new roads for hillclimbs, bent sprints or street sprints please mention it to one of the committee so we can investigate it and see if its do able.

Thats me signing off for the year hope everyone has a good Christmas and new year and we will catch up in hopefully what will be a better 2021.

Cheers, Karl

Presidents Report

Kia Ora Everyone,

Hope everyone is enjoying being back racing and catching up with their race buddy's, I know I am and its certainly been hard picking on which events to go to with so many on.

Quick update on what the committee has done in the last couple months, we have elected Glen Bublitz as Wheel spin editor, Congratulations Glen. I know you will do a fantastic job.

The Club has purchased some new equipment, road signs and radios. The new road closure signs and 10 new radios will work in with the old radios. This will help maintain clear communications and Road Safety at all our future events.

Post COVID-19 the club has run three great events with a good number of local and out towners attending which is great to see. The team have done a fabulous job getting Kirihaui Road, Waitara and Foreman Road events up and running with a short time frame that we had out of lock down. All 3 events were successful, and we had great positive feedback from competitors on running dual event weekends, this is something the committee have decided to continue to do for the next 12 months.

Would like to say a huge thank you to all the businesses who support the club and our events

- RT Taranaki
- Ross Graham Motors
- Waitara Service Centre
- R & S Dreaver Contractors
- Advance Vehicle Services Limited

and all the people who give their time up without you all we would not be able to run our events. One last thank you is to all who travel far and wide to support and compete at our events we enjoy having you and hopefully a few of us can join your events in 2021.

Amongst everything, we also held our club prize giving a few weeks back. Thank You Max Rutherford for being our guest speaker. This prize giving was one of our quietest prize giving's we have had, but it was successful and congratulations to all that received awards for the 2019/2020 season.

Great to see "Stratford Park" getting the green light for the loan from Stratford district council, this is a huge milestone for the project and something many of us have wished for, for so long. I cannot wait to see what the future will hold for motorsport in Taranaki.

New calendar of events is out now, get planning and hope to see you all at our events next year.

Lastly, wherever you and your families maybe this summer break be safe and enjoy the freedom.

Thanks for your support.

Merry Christmas & Happy New Year to you all

Cheers,

Larni Burkhart

RT Taranaki Kirihau Road Hill Climb

RT Taranaki Kirihau Rd Hill Climb Event Ranking

Rank	Bib.	Name	Club	Category	Time	Gap	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7
1	298	Geraghty David	Mitsubishi Evo (TCC)	F	1:11.376		1:20.830	1:12.432	1:11.376	1:11.896	1:11.550	
2	3	Bublitz Glen	Mitsubishi Evo 5 (TCC)	F	1:12.915	1.539	1:18.585	1:16.274	1:15.556	1:13.807	1:12.915	
3	84	Finnerty Keith	Nissan 350Z (TCC)	D	1:15.360	3.984	1:18.825	1:17.501	1:19.576	1:15.360	1:16.413	
4	110	Milham Steve	Subaru Legacy RS (TCC)	F	1:15.660	4.284	1:17.738	1:17.380	1:17.136	1:17.274	1:15.660	
5	991	Burkhart Shay	Mitsubishi Evo 5 (TCC)	F	1:15.798	4.422	1:19.320	1:17.168	1:16.326	1:16.561	1:15.798	
6	78	Commerer Bruce	Ford Escort Mk1 (TCC)	C	1:17.742	6.366	1:19.581	1:19.529	2:02.684	1:19.644	1:17.742	
7	841	Sole Jason	Ford Capri Mk2 (TCC)	D	1:18.241	6.865	1:20.744	1:20.648	1:18.648	1:18.369	1:18.241	
8	13	Prouse Lance	Toyota FXGT (STNZ)	B	1:18.870	7.494	1:20.881	1:20.951	1:20.414	1:21.148	1:18.870	
9	11	Bryce Sean	Toyota Starlet (TCC)	F	1:23.134	11.758	1:23.134					
10	911	Burkhart Larni	Mitsubishi Evo 5 (TCC)	F	1:23.263	11.887	1:27.362	1:25.473	1:25.416	1:24.857		1:23.263
11	178	Foreman Micheal	Mitsubishi GSR (TCC)	F	1:26.541	15.165	1:27.503	1:44.473	1:28.659	1:27.348	1:26.541	
12	111	Short Robert	MEV Rocket (TCC)	C	1:26.982	15.606	1:30.142	1:28.385	1:28.859	1:26.982	1:36.090	
13	272	Pollock Jordan	Mitsubishi GSR (TCC)	F	1:27.156	15.780	1:30.507	1:31.561	1:31.056	1:27.493	1:27.156	
14	14	Taylor-Petersen Foden	Toyota Starlet (STCC)	A	1:28.301	16.925	1:32.938	1:34.301	1:31.967	1:30.109	1:28.301	
15	15	Penn Rodney	Toyota Altezza (MCC)	C	1:30.757	19.381	1:37.621	1:32.261	1:32.854	1:32.024		1:30.757
16	12	Brewster Tony	BMC Mini Clubman GT (STCC)	A	1:35.851	24.475	1:35.851	1:37.297	1:38.418			

Starts with a quick downhill run. Tight and twisty, then over the bridge. Hard right off the bridge and hang on for the fun ride, don't hold to tight on the left hand at the first crest, then smash it through the dip. Just nail it from there and hang on!

The weather was fine but windy. Big thanks to the generous farmer on the corner for letting us use the paddock as a pit area, he even got a new gate post because Robert took it out with his trailer, the Sole family to the rescue. Brendon turned up with a new post, several different people were taking turns at digging, and Max was supervising.

Competitors were fortunate to get 5 official runs, and of course one practice. The time sheet shows that people were a little rusty as this was the first TCC event since lockdown. Mr Consistent (Steve Milham) doing 1:17 all day until the last run. Bad luck for Sean Bryce as a major brake failure forced him to use a bank to slow down ended his day

Dave Geraghty won the event smashing out very fast times all day, followed up by Glen Bublitz in second, 1.5 seconds. Back to Keith Finnerty a further 2.5 seconds in the 1:15 bracket with Steve Milham and Shay Burkhart (driving his wife's car and taking valuable club points from her)

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



◀ 1st Place

▼ 2nd Place







SPACE TO RENT!!!!

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Please contact the Editor (Glen – Phone 027 412 5494)

or any committee member to discuss further

R & S Dreaver Waitara Street Sprint 2020

Contributed by Andrew Larson

The 7th running of the R & S Dreaver Contracting Waitara Street Sprint took place on Saturday November 14th. A total of 40 entrants lined up for the event and they went out in groups of 2 at 10 second intervals and did two laps of the circuit.

All the competitors had an orientation run, followed by qualifying and then three timed runs. A total of up to 500 spectators were kept entertained with good vantage points by High St Dairy and the railway crossings and chicanes on Browne St and Cracroft St. Cars competing included Ford Mk 1 Escort, Mitsubishi's, Toyotas, Nissan Skylines, Seat, Corvette, Ford Capri V8, Hondas, BMW and Mazdas.

Winner on the day was Glen Bublitz in his 4wd Mitsubishi Lancer Evolution with a time of 2.09.252. Glen only completed one official run as he blew a head gasket and had to retire. Alan Austin was second in his Mazda RX7 V8 with a best time of 2.10.028, and David Geraghty third in his Mitsubishi Lancer. Dave also only completed one official run as car problems side-lined him for the rest of the event. In the various classes the out of town drivers took most of the trophies. Competitors came from around the North Island and included Hibiscus Coast, Havelock North, Wanganui, Hutt Valley and Wellington, with a good group from South Taranaki.

The event was run in conjunction with the White Ribbon day. All the bikes taking part in the poker run did two laps around the course in convoy, before they left on the poker run at 11.15am.

No private or public property was damaged, but a few hay bales were injured as a few cars tangled with the bales, particularly at the chicanes. The day started off dry but light rain started in the early afternoon, which slowed the times down, but this meant that the spectators were kept entertained as cars started sliding around a bit more.

A big thank you to all the competitors for the show they put on, to the marshals on the day, Central School for their BBQ, to the residents who let us use their roads, to Richard and Sharon Dreaver for supporting the event (in particular for supplying all the hay bales used, and for their team setting them up and taking them away at the finish) and for all the spectators who encouraged the drivers.

Finally thank you to Larni and the team that organised and help set up on the Friday, and from 6am on Saturday. Without you the event would not have happened, and everyone appreciated the hard work put in.

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R & S Dreaver Waitara Street Sprint

Event Ranking

Rank	Bib.	Name	Class	(Rank)	Time	Practice	Run 2	Run 3	Run 4	Gap	Make	Model
1	3	Bublitz Glen	F	(1)	2:09.252	2:11.425	2:09.252				Mitsubishi	Lancer Evo 5
2	22	Austin Alan	D	(1)	2:10.028	2:12.433	2:10.028	2:14.109	2:18.647	0.776	Mazda	RX7
3	298	Geraghty David	F	(2)	2:11.967	2:11.992	2:11.967			2.715	Mitsubishi	Lancer MX
4	912	Rae John	F	(3)	2:11.988	2:13.865	2:12.986	2:11.988		2.736	VW	Polo R
5	6	Sanderson Kevin	B	(1)	2:12.151	2:13.511	2:12.151	2:13.227	2:16.085	2.899	Toyota	Starlet
6	5	Sanderson Michael	B	(2)	2:14.132	2:15.601	2:14.132	2:19.515		4.880	Toyota	Starlet
7	62	Sole Brendon	D	(2)	2:16.190	2:16.559	2:16.251	2:16.190		6.938	Chevrolet	Corvette
8	12	Cole Ben	F	(4)	2:18.098	2:19.728	2:18.098	3:12.584	2:22.982	8.846	Mitsubishi	Evo 3
9	8	Sharpe Chris	F	(5)	2:18.382	2:18.341	2:19.291	2:18.382	2:31.674	9.130	Audi	S3
10	21	Finnerty Keith	D	(3)	2:19.113	2:21.791	2:19.113	2:22.595	2:19.311	9.861	Nissan	350Z
11	116	Pennington Daryn	D	(4)	2:20.036	2:24.161	2:20.036	2:24.185		10.784	Nissan	Skyline
12	110	Milham Steven	F	(6)	2:20.437	2:19.970	2:20.437	2:24.203	2:24.987	11.185	Subaru	Legacy
13	66	Pierce Jonathan	D	(5)	2:20.790	2:20.718	2:20.790	2:22.143	2:27.019	11.538	BMW	M3
14	43	Cuccurullo Anthony	D	(6)	2:23.143	2:22.412	2:23.143	2:24.673	2:32.855	13.891	Nissan	Silvia
15	20	Rolley Matt	C	(1)	2:23.433	2:25.182	2:23.433	2:26.780	2:30.992	14.181	Honda	Civic
16	53	Thomas Andrew	B	(3)	2:23.497	2:31.224	2:24.820	2:30.865	2:28.316	14.245	Toyota	Corolla
17	911	Burkhart Larni	F	(7)	2:23.722	2:25.352	2:23.722	2:25.284	2:36.255	14.470	Mitsubishi	Lancer EVO 5
18	4	Dia Hassan	C	(2)	2:23.971	2:26.785	2:23.971	2:36.386		14.719	Honda	Integra
19	84	Sole Jason	D	(7)	2:25.201	2:22.642	2:25.663	2:25.201		15.949	Ford	Capri
20	131	Prouse Lance	B	(4)	2:25.794	2:25.618	2:25.794	2:28.596	2:29.294	16.542	Toyota	Corolla FX GT
21	16	Harper Ben	F	(8)	2:26.458	2:29.055	2:26.458	2:36.809	2:29.024	17.206	Subaru	Impreza WRX
22	15	Clark Mark	D	(8)	2:27.511	2:25.527	2:27.511	2:30.475		18.259	Mazda	RX7
23	78	Commerer Bruce	C	(3)	2:28.682	2:26.420	2:28.682	2:34.787	2:31.704	19.430	Ford	Escort Mk1
24	9	Smith Scott	D	(9)	2:29.170	2:28.129	2:29.170	2:43.257		19.918	Seat	Supercopa Leon
25	1161	Pennington Max	F	(9)	2:30.105	2:32.678	2:30.105			20.853	Nissan	GTR
26	14	McGhie Kurt	C	(4)	2:35.673	2:37.446	2:35.673	2:44.293	2:39.956	26.421	Toyota	Curren
27	999	Dreaver Richard	D	(10)	2:35.867	2:47.519	2:35.867	2:57.354		26.615	Ford	Sierra
28	17	Liston Carol	C	(5)	2:36.002	2:23.336	2:36.002	2:36.528		26.750	Honda	Civic
29	13	Wiseman Scott	D	(11)	2:37.781	2:42.227	2:37.781	2:50.870	2:54.667	28.529	Nissan	Skyline
30	171	Lovegrove Matt	D	(12)	2:39.831	2:38.003	2:39.831	2:49.278	2:46.578	30.579	Nissan	Skyline
31	518	Wadson Johnny	D	(13)	2:40.189	2:44.584	2:40.189	2:50.391	2:46.799	30.937	Nissan	Silvia
32	18	Everitt-hood Troy (Hoody)	C	(6)	2:40.205	2:48.918	2:47.799	2:47.514	2:40.205	30.953	Toyota	Curren
33	19	Scott Toby	D	(14)	2:41.790	2:39.030	2:41.790	2:55.265	2:48.157	32.538	Nissan	Cefiro
34	11	Penn Rodney	C	(7)	2:44.264	2:51.016	2:44.264			35.012	Toyota	Altezza
35	138	Ewens Jai	B	(5)	2:44.372	2:46.376	2:44.372	2:58.461	2:46.361	35.120	Toyota	Corolla AE92
36	10	Bush Tim	B	(6)	2:46.090	2:43.456	2:53.055	2:46.090		36.838	Toyota	MR2
37	513	Wadson Georgia	D	(15)	2:46.657	2:51.270	2:46.657		2:52.889	37.405	Nissan	Silvia

Photos from this event are available from Ian Hollins Photography in full resolution and/or printed, contact via ihac@orcon.net.nz for details, or via his facebook page. 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

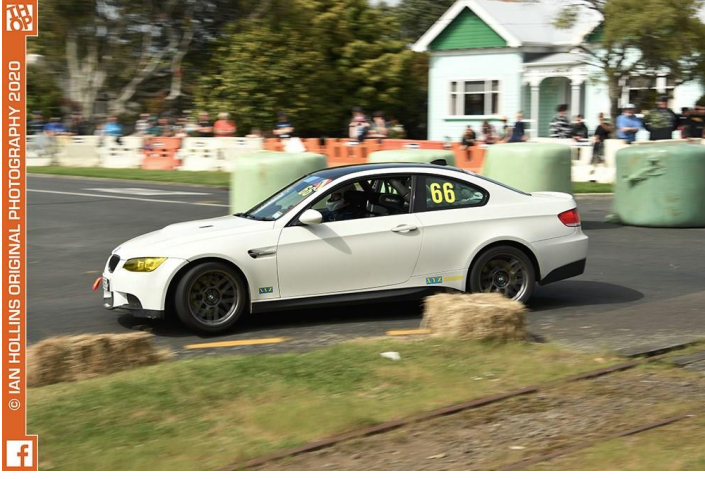


◀ 1st Place

▼ 2nd Place













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TEC Prizegiving 2019/20

Prizegiving was held at the Waitara T & C club after the Waitara street sprint

The winners from the 2019/2020 season are as follows

Don Blackburn Award	Club Person of the Year		Larni Burkhart
Secretary's Choice			Keith Finnerty
Hard Luck			Karl Giddy
Best Presented Vehicle			Ben Cole
Best Restored Vehicle			Phil Macey
Stonnell Cup	Sportsperson of the Year		Kiley Jury
Stirrer of the Year			Glen Bublitz
Most enthusiastic New Club Member			Jordan Pollock
Outstanding Contribution to the Club			Larni Burkhart
			Andrew Larsen
Street Sprint Series	Taranaki Vehicle Brokers		Glen Bublitz & David Geraghty
Top 10 Champion	Highest position average in all events	Sole Cup	Glen Bublitz
		2nd	Karl Giddy
		3rd	David Geraghty
Overall points champion	All classes	1st	Glen Bublitz
		2nd	Karl Giddy
		3rd	Robert Short
Autocity De Havilland Drive Champion			Glen Bublitz
Plumbtech Hill climb champ			Karl Giddy
Ladies speed trophy			Georgia Wadeson
Class Trophys			
A (0 – 1300cc)	1st		Scott Harland
B (1301 – 1600cc)	1st		Rowan Price
	2nd		Andrew Larsen
C (1601cc – 3000cc)	1st		Robert Short
	2nd		Bruce Commerer
D (3000cc +)	1st		Karl Giddy
	2nd		Brendon Sole
	3rd		Georgia Wadeson
F (4WD)	1st		Glen Bublitz
	2nd		David Geraghty
	3rd		John Rae



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Stratford Park Development

Many of you will have seen or heard about this project over the recent months, in particular the recent Stratford Councils support of the project by the granting of a loan of \$7.18m. Behind the scenes a lot of work has been done on the feasibility of the project and over the next few months you will hear more about what will be provided. This is a significant project for Taranaki and will bring together many forms of motorsport into one location. The attached map shows a concept plan based on initial feasibility studies.

What you can expect to see within the next 12 months is the securing of the required land, development of operational structure around ownership, development of a detailed design plan and enhancement of infrastructure at the showgrounds. It is hope to run some sort of initial event on site in the first quarter of next year.

In the new year there will also be a presentation to the Club giving more details and an opportunity to learn how we can be involved.

In the meantime if you have any comments you can contact Philip Macey 0212750896 or Philip.Macey@bakertillysr.nz he is acting as the Motorsport liaison for the steering committee running the project.



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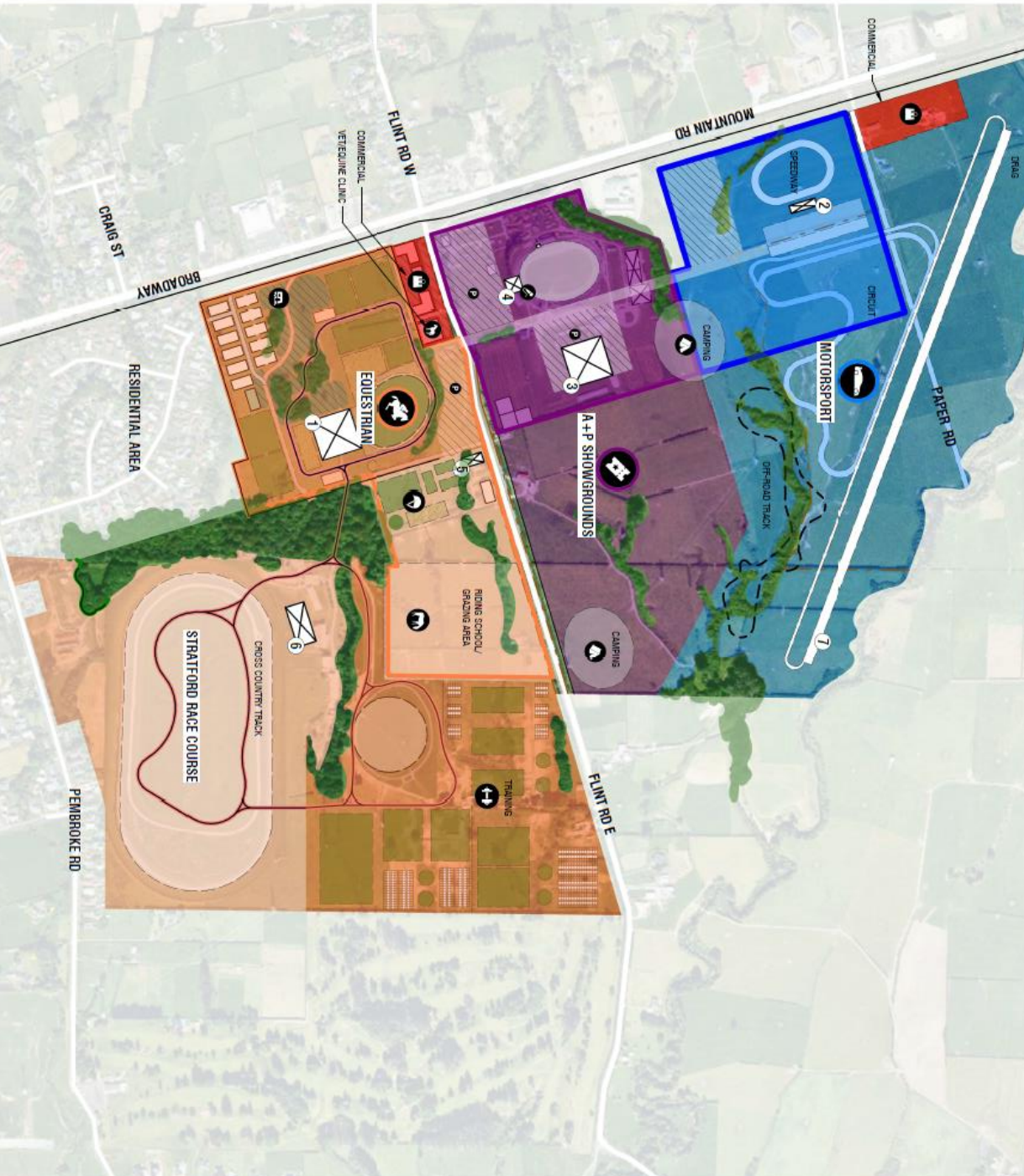



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PROPOSED MASTER PLAN



SCENARIO C - EXPANDED (Speedway Relocated)

Scale: 5000 / A3
SK1.04 | JAN 2020

LEGEND

- MOTORSPORT**
 - Low/Medium Term
 - Long Term
- A+P SHOWGROUNDS**
 - Low/Medium Term
 - Long Term
- EQUESTRIAN + RIDING SCHOOL + RACE TRAINING**
 - Low/Medium Term
 - Long Term
- COMMERCIAL DEVELOPMENT**
 - Low/Medium Term
 - Long Term

BUILDINGS & STRUCTURES

1. Equestrian Indoor Arena
2. Speedway Clubroom + Covered spectator seating
3. A+P Multipurpose Indoor Events Centre
4. A+P Events Stage + Office/Admin
5. Riding School
6. Multipurpose Function Centre
7. Drag Strip / Sealed Aerodrome

Motorsport NZ Amendment

Like many of you, I was alarmed to read Amendment 260022 as I was preparing for the start of the Waitara Street Sprints. I had a quick glance and then a double-take...the words excess were removed and I accept that I'm hardly used to interpreting legal-speak but it sure felt like MSNZ was saying that our insurance cover as drivers was now gone. I remember the time that we had a big claim as a club after De Hav and it was not fun for anyone involved. Back then it wasn't clear if we would be covered at all as a club and we took legal advice to ensure we were protected. It was a really tough time for the driver at the heart of the incident too and his family.

I sent an email on Monday to Elton at MSNZ asking for clarification of the new amendment (I wasn't the only one who contacted MSNZ - John Rae also spoke to Elton after he read the amendment and he later told me that he has been in the insurance business for a long time and even he struggled to understand the meaning of the document). To his credit Elton called soon after explaining that the cover wasn't gone and that the rewording was necessary for legal reasons. JR explained to me that it allowed the insurance company to contest certain situations where it could argue that fault lay beyond the event organisers or drivers. For example if a power pole was rotten and one of our cars lightly hit it and it collapsed the insurer may argue that the fault was with the poor maintenance of the power company and therefore not covered (so neither the clubs or the drivers responsibility). I asked Elton for a clear explanation of when we wouldn't be covered and that has since come through from MSNZ. So what does that mean for us as a club?

I don't want to be unfair to insurance companies, but they will do everything they can to not pay a claim if they can show the conditions of the insurance were breached in any way. So as a club organising events we need to strictly follow the safety plan for the venue and follow the rules set out by MSNZ in the manual. There is no room for us to have shortcuts. As entrants we need to acknowledge that and be supportive of our event organisers. I believe that the current event organisers for the club are very good at doing this and you could see that at Waitara as we had delays as residents were sorted out. But it puts a lot of pressure on our volunteers and like many sports around NZ fewer and fewer people are opting to help and at the same time regulatory authorities are piling more and more requirements on us to run events.

The amendment also has implications for us as entrants. We sign off our entry docs acknowledging that our cars are safe and conform to the rules. If that isn't true (yes I'm guilty of saying "don't worry, that'll be fine" before) and we are involved in an accident that causes a claim then we might expect to receive close scrutiny from the insurer. It's critical that we have our cars ready to race and that is our own responsibility but as drivers we also need to be fair towards our volunteers who look after the scrutineering duties. We can't blame them or get upset at them if they highlight issues with our cars that mean we aren't compliant. As a club we simply can't let things slide here...it's the first place an insurance company will look at in the event of another De Hav. We have a great team of people who scrutineer for the club led by Kiley but we absolutely must accept that responsibility for our cars being ready is ours, not theirs.

Like I said earlier, I'm no legal expert and so people who are might be reading this and say that nothing has really changed and that everything I've just written has always been true and I accept that. It's good to be reminded about our responsibilities. As Tana famously said "It's not tiddlywinks mate" and when we drive at speed we know that it can be dangerous. So how can we improve what we are doing?

One key thing I believe we need as a club is to increase the volunteers at our events to ease the workload of the organisers. Using Waitara as an example, a very small number of people set up and ran the event and at times they were under a lot of pressure. We will need to identify more key roles (like a pit manager at street sprints) and club members must get involved with set up and pack down or your current group of people doing all the work simply won't continue in the role. I loved Waitara and I think the venue is unique (as commented on by the visitors from outside of Taranaki) but we can't run it again without more help. We seem to have a roughly even split in the club between those that prefer street sprints and those that prefer hillclimbs. It's fair to say that hillclimbs are far easier to set up and run and so if you fall in the street sprint side you need to offer help if we are going to keep putting on great events - and they are!

Many hands make light work. The club is a club, not a business so help if you can.

Keith Finnerty

Foreman Road Hill Climb 2020

RT Taranaki Foreman Rd Bent Sprint Ranking after 6 run

Rank	Bib.	Name	Category	Time	Gap	Run 3	Run 4	Run 5	Run 6
1	1	Sanderson Michael	B	1:23.283		1:26.251	1:23.283		
2	22	Austin Alan	D	1:25.760	2.477	1:28.641	1:29.485	1:25.760	1:27.631
3	11	Sanderson Kevin	B	1:25.881	2.598	1:25.881			
4	3	Bublitz Glen	F	1:26.022	2.739	1:39.091	1:27.427	1:26.932	1:26.022
5	110	Milham Steven	F	1:29.511	6.228	1:33.623	1:32.930	1:30.985	1:29.511
6	991	Burkhart Shay	F	1:30.713	7.430	1:30.713			
7	16	Nellson Jared	C	1:31.189	7.906	1:32.351	1:31.189	1:38.489	1:31.268
8	78	Commerer Bruce	C	1:31.845	8.562	1:34.101	1:36.943	1:33.451	1:31.845
9	66	Pierce Jonathan	D	1:33.430	10.147	1:35.265	1:33.430	1:37.409	
10	195	Prouse Lance	B	1:33.725	10.442	1:45.945	1:36.921	1:34.926	1:33.725
11	17	Liston Carol	C	1:34.407	11.124	1:37.047	1:36.435	1:35.663	1:34.407
12	46	Rolley Matt	C	1:35.329	12.046	1:36.651	1:35.617	1:40.530	1:35.329
13	111	Haper Ben	F	1:37.659	14.376	1:39.493	1:37.659	1:44.511	
14	400	McGhie Kurt	C	1:40.880	17.597	1:46.498	1:43.403	1:43.629	1:40.880
15	4001	Everitt-hood Troy	C	1:41.154	17.871	1:44.405	1:44.272	1:41.614	1:41.154
16	138	Ewens Jai	B	1:45.014	21.731	1:47.225	1:47.315	1:45.814	1:45.014
17	8	Brewster Tony	A	1:47.024	23.741	1:54.374	1:52.270	1:47.024	
18	911	Burkhart Larni	F	1:47.990	24.707	1:47.990			
19	7	Penn Rodney	C	1:52.622	29.339	1:56.101	2:06.080	2:00.113	1:52.622

Event description – Uphill, then down the way you came. Starts off quite fast then a couple of key braking points which must be respected but are unpredictable due to grip, or lack of. Do a handbrake turn then test bravery because its all downhill, and becomes very fast towards the finish

Event Report – seen as I was the fastest TCC person I have to write something. We (TCC) got smoked by the visitors. It was a great day, not much rain threatening but it was, my 2nd run there were drops on the windscreen.

Overcast and waiting for the clouds to let loose. Everyone was trying to push out some fast runs ASAP! The rain never came so my goal was to beat Alan Austin and the mighty Starlet for first, or second place. I had my eye on 2nd after Kevin rolled it, because a second was achievable, albeit not obtainable. 2nd to 4th was a quarter of a second (roughly). Alan Austin from Wanganui is a hard man to beat on any day



◀ 1st Place & 2nd Place ▼









The Lemons 24 Hour

Knox petrolheads and their cunning plan to go motor racing update – the race.

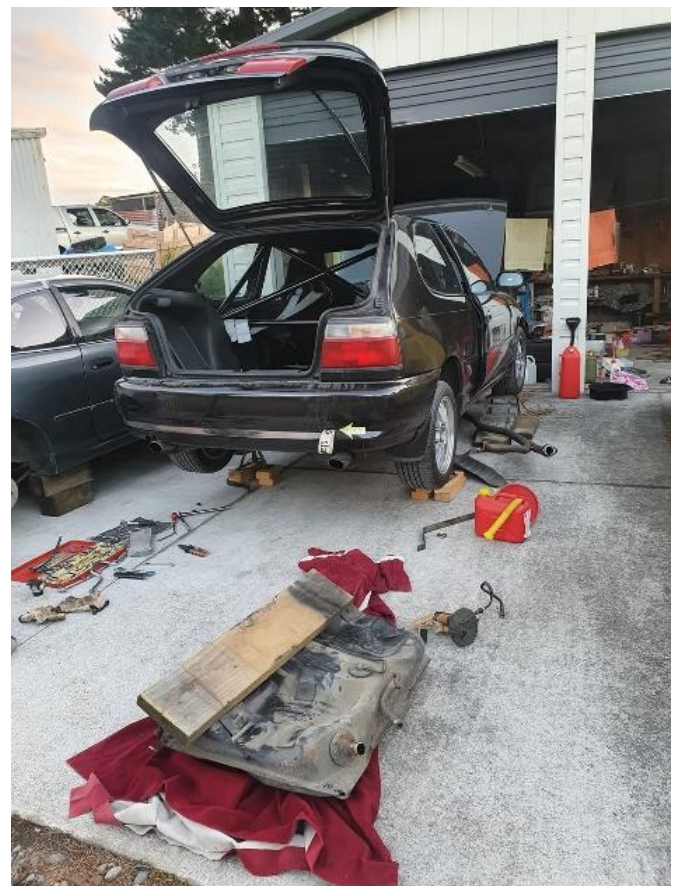
We finally had a race. After several postponements we had a race date of Friday 9th Oct to Sat 10th Oct. But before I tell you about the race we had a few things to deal with.

The first was that one of the team pulled out, as he had no job. We were able to replace him with the original team member who had pulled out at the beginning so we still had a 5 member team. We saw a set of tyres and rims on Trademe so bought those – included a part worn set of Dunlop Direzzas and a worn set of slicks. Finally fixed the oil leak by putting in an oil filter sandwich plate and running the oil pressure and temperature gauges off that. The oil leak was caused by the brass housing that the gauges were fitted to having a small crack in it. I lowered the seat by 25mm, which meant that I could now drive the car without my head being at an angle due to the rollbar restricting the helmet – much more comfortable.

The car was lightened by two of the team. They removed all the air conditioning stuff in the engine bay – it wasn't working so no loose and we lost about 30 kg from the car in the process. The carpets were removed along with any panelling that they thought we didn't need. The heater was looked at, as it wasn't working. On investigation we found a small electric motor activates the heater valve and this was not working. I eventually fixed up an old choke cable that we could pull to open the valve – crude but effective.

When the car came back to me after its' weight loss session I then reinstated some of the panels that had been removed, such as the kick panels in the drivers footwell, as all the wiring and relays are located right by the accelerator and you need the panel to protect them from your foot.

With the big day approaching 2 sets of Hawk front brake pads were purchased and bedded in. At this point we discovered that the car was still stuttering on left hand bends. There are only two left hand bends at Hampton Downs, of which one is the hairpin. Not a good look. Various things were tried and people approached for advice, but nothing seemed to work. So we resigned ourselves to having a car that would be slow on the left handers. There was



also another issue, in that the synchro on third gear graunched, every time you changed gear. Maybe we should get a replacement gearbox and fit it before the race?

In the meantime I had bought a spare, as new, set of two layer overalls and borrowed a couple of helmets, a set of overalls and a Hans device for those in the team that didn't have them. Thanks Kiley, Sean and Glenn – much appreciated. I also sourced a set of wets in case it rained, which meant we had 3 sets of tyres – 2 dry and 1 wet set.



We decided on a theme – Pirates – and all got our AASA licences for the race. I purchased a 1993 Toyota Trueno, from someone in Midhurst for \$600 and this arrived the Monday before the race. It had the same running gear as the FX GT and had a good gearbox. We used the wheels and took the front discs with us as spares – more on that later. A car trailer was borrowed and we were all ready for the big day – except that my tow car was in the garage and not ready. Quick call to my boss and we had a tow vehicle – company ute. The car was finally back together on Wednesday night, so a quick test drive was undertaken, and I ended up having a chat with one of the local policeman at 9 pm in Waitara. I explained what I was doing – test drive – lemons race etc, and he let me off, so long as I drove straight home. I normally don't get let off driving offences so I was very relieved.

On Thursday 8th we were on our way. We got to Hampton Downs, unloaded and had the car scrutineered in the afternoon. Two of us drove up with the car, and the other three followed later that night. They brought a borrowed caravan up and slept in that at the circuit. We also picked up the Radio comms that we had hired for the event. This was when we discovered that we were supposed to supply our own earpieces – a quick trip to Huntley and problem solved, although it wasn't, as we had bought the wrong ones! The

others who were travelling up were alerted and got some on the way.

Friday morning we dressed the car with fairy lights, numbers, team name, fitted the radio comms etc, and took it through documentation, and then before the judges panel in our pirate costumes. We were able to prove that it was worth less than \$1,000 and was definitely a Lemon. Note that there are two categories in the race – Lemons, which are worth less than \$1000 and Limes, which are worth more than \$1000. The value is only for the car and does not include any safety gear – rollcage etc. There were probably more Limes than Lemons in the race. There were 75 teams entered and I think there were 4 from Taranaki.

We set the garage up (no 20). Practice started at 2pm and everyone got a drive before the race. I was due to start so took my place on the grid. We set off behind the camera car and all the cars had their photos taken. Then through the earpiece came the words "Race is green" and we were away. I was 9th in the first line of cars that started so got up to 7th in a few laps and then started getting overtaken by the faster cars and I gradually lost position. With 75 cars on the track it was very busy. The brakes were fantastic, being able to outbrake most of the cars on the circuit – very satisfying going up the inside on the corners, but then losing out as they powered away – particularly as the car stuttered on the left handers.

The car was very loose, the back end was wanting to overtake the front under braking. I spun the car twice in my first stint, both times on the sweeper onto the pit straight, as I got a bit wide letting faster cars through and into the loose stuff on the outside of the bend.

There was a noticeable difference in lap times for all of us as we drove. When faster cars came through, and they were usually in groups of 10 or more, the lap times would drop by 2 – 3 seconds a lap. This was due to getting involved in their battles. Once they had left you behind you would have a lap or more where you could run by yourself with no one else around and you could work on your ideal lines and braking points and your lap times.

The race plan was for everyone to do 4 stints each, of around 75 minutes each, with a refuel at every driver change. This was necessary as the car would run well for about 5 laps when full, then start to stutter on the left handers. The tyres and front brake pads would be changed when necessary, probably around 7 – 8am. I was monitoring the brake pads at each stop. One of the team set up a facebook page and the plan was to update it regularly, although this didn't really happen due to people being constantly busy.

So we settled down into a pattern, with someone in the pits with the radio in touch with the driver, someone hanging around (usually me) keeping an eye on things, and the driver out on the track. I also went and got the fuel – we had 6 x 20 litre plastic Jerrycans and a couple of 5 litre ones for top ups. Three trips were needed during the race and we used 98 from Mobil at the Mercer Services. We were checking the oil as well, as the car was using a bit of oil – we used about 4 litres during the race.

Just as we were getting into the night racing a car caught on fire at Turn One, and this brought out the red flags and we had a few minutes in the pits. Just before it was my second stint in the car the car was used as a braking point by a red car, and the back had a substantial dent in it. Emergency repairs were undertaken, with lots of duct tape used to hold the hatch down, rear lights in place etc. I jumped in and discovered that whatever had caused the stutter and been fixed with the force of the impact. It ran faultlessly with no stuttering for the rest of the race. Maybe a partially blocked breather? Who knows?



Our lap times were coming down and we were all running around with big grins on our faces. During the night people were taking turns to sleep in the caravan and most got an hour or several, except for me. I was not going to miss a minute and got about 20 minutes near the end of the race sitting in a chair in the pits.

I got back in the car at around 6am. At this stage we had fitted a new set of tyres, and the car no longer wanted to swap ends. I suspect the first set of tyres were older and harder, as they came with the car, and the second set were newer therefore the grip was now excellent. I did spin the car on the sweeper again, avoiding 2 cars that had collided and spun in front of me. I was thinking that we would need to change the front brake pads soon as the outer ones were about 2/3rds worn. I set my fastest lap – a 1.29.441 during this stint.

4 laps later and coming into the sweeper the brake pedal went to the floor and I had no brakes! I managed to stay on the track and went straight into the pits. I pulled up at the pit and stopped, and the front left wheel burst into flame. The team member on duty in the pits had a mild panic and emptied our borrowed (thanks Kiley) 9kg fire extinguisher all over the wheel and put it out. Once stopped I leapt out and grabbed a jack and lifted the left front corner up. Looking underneath I could see that there was brake fluid all over the calliper, brake disc and wheel – this was what had burst into flame when I stopped. Brake fluid on hot discs can lead to flames. On pulling the caliper off it was easy to see what had happened. The left front calliper had been sticking very slightly and the inner brake pad had worn away, along with the backing pad, and then the piston had started to wear away as well, which meant that once the piston was worn away enough it popped out, letting all the brake fluid run out!



As stated earlier we had spare front discs, but I hadn't thought to remove and bring the front calipers as well. There were three other Toyota Corollas in the race so I went and talked to them all. None had a spare caliper the same as ours. One did have a caliper that was a bit bigger but had the same mounting points. This I fitted, along with their worn pads. New brake fluid and bleed and away I went. On the second corner there was a big bang from the front and no brakes again. Into the pits and one of the brake pads had disappeared. What to do next?

It was now 8am and two of the team were on their phones phoning around all the scrappies in Hamilton to see if anyone had a caliper that would fit. They then set off to see if they could get one.

At this point a guy comes wandering past and asks what the issue is. I explain and he says that he may be able to help. He has the same car and had just upgraded the brakes so had a set of calipers and discs. They were in his workshop at Pukekohe. A quick trip to his workshop with one of his friends who had a key, and fitting of a caliper and disc and we were back in the race. We also got a caliper and disc from a scrappie in Hamilton so are well prepared for next time.

We lost over 3 hours with this problem, but were still going. The only other issue we had was one of the team half spun exiting the pit lane and scraped the front right on the armco, pushing the bumper back and breaking the headlight brackets. About this time the exhaust started blowing as well. I did the last 40 minutes and we finished the race.

We finished in 51st place, with a total of 547 laps or about 1480km and a best lap of 1.27.636. The race was on the 2.7km national circuit. I had the third best lap time. We all had a ball, and I am definitely doing it next year. Without the brake issues I think we would have been around 30th and in the top half of the field. The



most laps by one driver was 120 and the least 92. And third gear made noises every time we changed into or out of it, but stayed the same all race.



For those that have asked about costs the costs to do the race were as follows: Car - \$4,000. Spare rims and tyres - \$800. Fuel - \$700. 2 sets front pads - \$700. Miscellaneous prep stuff - \$4,000 – approx and including car entry fee of \$600 and garage fee of \$390 for front pit garage at the race.

Total costs approx. \$10,500 or \$2,100 each. The entry fee was \$600 per person and the AASA drivers licence was \$95 each, which makes a total of \$2,800 per person. This does not include any driver safety gear – helmet, Hans, race overalls etc. The cost per lap worked out at \$25 per lap. Note that we had the accident damage, which is costing around \$1500 to repair, with replacement bumpers, various lights, paint and a bit of panel beating required. And we replaced the 9kg fire extinguisher. These are not included in the \$2,800 total.

For next year the costs will be around \$1500 each, including the entry fee. This includes 6 new tyres (we still have a set of unused wets), 2 sets front brake pads (rears were about ¼ worn), fuel, car entry, driver entry, pit garage fee, hire of radio comms, AASA race licence and miscellaneous costs. We do have some sponsorship which is worth around \$250.

The cost per lap will be considerably reduced, around \$10 per lap, assuming no issues and we finish the race. If we get more sponsorship the costs will reduce.

Note that the costs do not include fuel for the towcar, food, or accommodation costs. My wife and I booked a place at Te Kauwhata where we could stay before

and after the race.

I am definitely entering the next continuous 24 hour race on Sept 24/25th at Hampton Downs next year. Two of the team won't be doing it so there are spaces available. Contact me if you are interested.

Club Points as at 10/12/2020

B CLASS		Event							
Driver		Kirihau Rd Hill Climb	Waitara Street Sprint	Foreman Rd Hill Climb	STCC Hu Road	Stanley Rd Hill Climb	STCC Tiromoana Hill Climb	STCC Ararata Hill Climb	Total
Jai	Ewens		32	38					70
Tim	Bush		29						29

C CLASS		Event							
Driver		Kirihau Rd Hill Climb	Waitara Street Sprint	Foreman Rd Hill Climb	STCC Hu Road	Stanley Rd Hill Climb	STCC Tiromoana Hill Climb	STCC Ararata Hill Climb	TOTAL
Bruce	Commerer	38	36	40					114
Kurt	McGhie		33	37					70
Troy	Everitt-Hood		28	32					60
Robert	Short	33							33

D CLASS		Event							
Driver		Kirihau Rd Hill Climb	Waitara Street Sprint	Foreman Rd Hill Climb	STCC Hu Road	Stanley Rd Hill Climb	STCC Tiromoana Hill Climb	STCC Ararata Hill Climb	TOTAL
Keith	Finnerty	40	35						75
Jason	Sole	35	32						67
Brendon	Sole		40						40
Mark	Clark		27						27
Scott	Smith		25						25
Richard	Dreaver		21						21
Scott	Wiseman		19						19
Matt	Lovegrove		18						18
Johnny	Wadeson		17						17
Toby	Scott		14						14
Georgia	Wadeson		13						13

F CLASS		Event							
Driver		Kirihau Rd Hill Climb	Waitara Street Sprint	Foreman Rd Hill Climb	STCC Hu Road	Stanley Rd Hill Climb	STCC Tiromoana Hill Climb	STCC Ararata Hill Climb	TOTAL
Glen	Bublitz	37	40	40					117
Steve	Milham	34	25	37					96
Larni	Burkhart	25	23	31					79
Dave	Geraghty	40	37						77
Shay	Burkhart	31		34					65
John	Rae		34						34
Ben	Cole		31						31
Daryn	Pennington		29						29
Sean	Byrce	27							27
Micheal	Foreman	23							23
Max	Pennington		20						20
Jordan	Pollock	20							20

TOP 10		Event							
Driver		Kirihau Rd Hill Climb	Waitara Street Sprint	Foreman Rd Hill Climb	STCC Hu Road	Stanley Rd Hill Climb	STCC Tiromoana Hill Climb	STCC Ararata Hill Climb	Total
Glen	Bublitz	9	10	10					29
David	Geraghty	10	9						19
Steve	Milham	7	3	9					19
Shay	Burkhart	6		8					14
Keith	Finnerty	8	5						13
Bruce	Commerer	5		7					12
John	Rae		8						8
Larni	Burkhart	2	2	3					7
Brendon	Sole		7						7
Ben	Cole		6						6
Kurt	McGhie			6					6
Jason	Sole	4	1						5
Troy	Everitt-Hood			5					5
Jai	Ewens			4					4
Daryn	Pennington		4						4
Sean	Bryce	3							3
Micheal	Foreman	1							1

OVERALL		Top 5
Driver		TOTAL
Glen	Bublitz	117
Bruce	Commerer	114
Steve	Milham	96
Larni	Burkhart	79
David	Geraghty	77

Club Stickers



Taranaki Car Club Stickers

150cm Dia stickers
\$5 each

Contact Larni to get your TCC Stickers

TARANAKI CAR CLUB WINDOW BANNER - \$30 EACH



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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