

Wheelspin



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Ross Calgher
Neil Cowley
Alan Hooper
Harry McKee
Don O'Connor
Kevin O'Neill
Max Sole
Annabelle Sutton
Max Pennington
Gavin Cox

Taranaki Car Club, PO Box 704, New Plymouth

Upcoming Events

NOV 25 2017

Speed Weekend - Wortley Rd 400m Sprint

NOV 26 2017

Speed Weekend - Mataro Rd Hill Climb

JAN 21 2018

Forman Road Hill Climb

TBC

Waitara Street Sprints



Upcoming Out of the region events

Month	Date	Event Type	Club	Venue
November	4	Track Day round 3/Multi event	<u>Manawatu</u>	Manfeild
	5	Multi Event	<u>Manawatu</u>	Manfeild
	11	Race (MG Classic)	MG	Manfeild
	12	Race (MG Classic)	MG	Manfeild
	19	Comp. Coaching/Single Sprint	Levin	Manfeild (1.5 km circuit)
	25	Speed weekend (sealed) Rally NZ - Tauranga	Wanganui	Western Line
	26	Rally NZ - Tauranga Speed weekend (sealed) The Surgery Sprint (<u>Intermarque</u>)	Wanganui	Brunswick Road Manfeild
December	3	Gravel Sprint	<u>Wairarapa</u>	<u>Dorsets Road</u>
	9	Track Day round 4	<u>Manawatu</u>	Manfeild
	10	Race (Summer series round 1)	<u>Manawatu</u>	Manfeild

Refer: <http://www.seabrightmotorsport.co.nz/Events.html> for more info on these events

Note from the Editor

Hey all

October has seen a pretty cool month, with the TCC display at the Taranaki Motorama, the Track day at Manfeild and the AVS Driver training/Skills Day.

A big thanks to Shaun Van Beers for sharing his story about the \$1000 racecar, to Greg Hirst for his article on the MR2 going on & to Graeme Sutton for the great writeup about Te Onepu Hillclimb along with a little family history. And thanks to Brooke Rae, Richard Dreaver & Garnett Henderson for completing Driver Profiles.

We have the Speed weekend coming up 25th & 26th November, so keep an eye out for the regs and get your entries in!

Just another reminder, if anyone is wanting to put any information in wheelspin, whether it be an article, an advert, ideas on what else you would like to see included or whatever it may be, please get in touch with me. Thanks.

Happy Reading ☺
Stace

Club Captains Ramblings

Hi guys and girls.

Well I hope everyone has been enjoying the sun now it has decided to come out.

Thank you to those that came down to Manfeild for the track day and braved the rain, what can I say it was an epic day. The rain made things challenging for some of us to stay on the track and a really good laugh when one of our members almost drowned themselves going across the grass collecting grass and buckets of water in the car, was awesome to see him drain it out and get back out there. Was also good having the family and friend drives going at lunch time to and they all seemed to have big smiles on their faces. A big thank you to the organisers and the volunteers for all your hard work.

Drivers training looked like a lot of fun but unfortunately I was away for that event, I hope you all enjoyed your selves.

Ok people speed weekend coming up, so get ya cars ready and we shall see you's there

Regards
Timmy



Presidents Report

Hey all,

Well it's been a pretty cool month in my book with the club track day at Manfeild and the AVS training/skills day. Manfeild while a wet day still had a great turn out and included a good number of competitors from around the lower north island joining in on the fun. Some having more fun than others with a few finding the "swamp" in the infield and the so called Gentlemens Club enjoying their single car sprints in there rather expensive "Sunday cars".

The AVS training/skills day started damp and with very few arriving early in the day we actually considered calling it off, but the day grew with better numbers and weather and much fun was had by the attendees. Stace got some great pic's of both events so make sure you check them out.

Feedback time, we want to hear from you our members, what events would you like to do in the new year? We are starting to piece together a list of events but if you have a suggestion please let us know.

Well that's enough from me, see you all at speed weekend on the 25th and 26th of November.

Cheers
Drew
Prez



Driver Profile

Name: Richard Dreaver

Date of Birth: 02/01/66

Occupation: Contractor

Current Race Car: Ford Sierra, Ford Escort BDA, Ford Escort 355 Chev, Terminator Chev Saloon, Harris Saloon 152

Previous Race Cars: Keep all

Daily Drive: Mitsubishi Triton

Dream Car: Have them

First joined TCC: When I was 20

Involvement within the club: Sponsor of Waitara Street Sprint

First Events: Dannevirke Car Club Centre Rd rallysprint

Best Moment in Motorsport: Every moment!! Taranaki Champs Saloons

Worst Moment in Motorsport: Fight with Halcoves at Hawkes Bay speedway



Taranaki Motorama 21.10.17

- TCC Display



Appologies to those of you that had your car on display that I was not able to obtain photos of

Photos courtesy of Clay Drummond Photography

Taranaki Motorama 21.10.17

- TCC Display



And the Best ride Award goes to...
Congratulations Shay Burkhart



Photos courtesy of Shay

The flying MR2

- By Greg Hirst

I have been a massive motorsport fan for as long as I can remember. Always watched Bathurst, a bit of formula one back when Michael Schumacher raced for Benetton. In recent years its turned into a bit of an obsession. I've been driving things since I was a kid, driving buggies around farms out the back of Tarata. I started doing trackdays about 5 years ago, and I was hooked. The choice of the MR2 was about the purity of driving, a nicely balanced racecar, like a Le Mans prototype or Formula 1. Once the car is setup right, it's so easy to get the best out of it, so well balanced under braking, tonnes of grip under acceleration. It is now a very predictable car.

My first MR2 is a beautiful handling car, just doesn't have the power to make best use of the handling. So I was on the hunt for an engine to swap into the car to give it the power it deserves. Then I came across a V6 power MR2 that already had a roll cage and weight reduction, so it was a pretty easy decision. After the first couple of drives of the car I realised that I was back to square one with the handling. The car had massive understeer, the classic MR2 snap oversteer caught me out a few times. After a couple of setup changes it all came together at last season's Superlap round 4, at Taupo.



While I was still chasing the high speed understeer issue, I still decided to start the aero tweaks early before round 5 at Hampton Downs, where it shows up.

The first front splitter was always going to be a temporary item. This was going to at least give me some idea of what can be done. So with a sheet of 18mm ply, the design began. Plenty of measurements were taken. The front bumper was traced out on cardboard, and then transferred to the plywood. I wasn't looking to have to larger overhang out the front, as I still needed to balance it with the rear. I also still needed to make sure that I didn't block the radiator exit, under the car. To give the front extra bit of downforce, the splitter has diffusers into the wheel arches. These diffusers accelerate the air in front of them, causing lower pressure. The result was a notable shift in balance to the front allowing the power to come on earlier out of the last corner.



End of the season meant the beginning of the aero project. This involved getting stuck into making a CAD model of the car. It's pretty rough but should work ok. Then test different ideas, like wing position, spoilers, rear diffusers, and front splitter designs. I had ordered a dual element GT wing mid-season, which arrived well into the offseason. Rear diffuser design was finalized sometime around May, June, and so the fibreglassing began. The kitchen table was used as a based to create a flat surface for the plug. Plywood was used for the outer fenced/strake. Potting clay was used to create the radii.

The flying MR2

- By Greg Hirst (Cont)

This was all covered with packing tape, to provide a smooth surface. This was then waxed and PVA parting film applied. Left to cure overnight ready for fiberglass the next day. Gelcoat was applied next, in a thick coat, this allowed for smoothen the surface without leaving little pin holes, like sanding epoxy does.

This was again left overnight, generally gelcoat doesn't take too long before resin can be applied, 1 to 4 hours depending on how much catalysis is mixed in, temperature, and how humid it is. Epoxy resin applied next, ideally left to go tacky, but I'm impatient. Then the first layer of fiberglass, 450gm chopped strand mat. This is wet out with resin, you're better to make sure it's completely wet, usually 1kg per m². Then roll out any bubbles, any curves will need the fiberglass to be cut to allow it to move and conform to the curved shapes. Strength isn't a problem, as long as you overlap the layers. Another layer of fiberglass applied, more resin, and rolled in. Coremat is then used to provide stiffness for the part, without adding to much more weight. Again make sure the layer below is wetted out fully, then apply the coremat. Keep applying resin until saturated, as the coremat will absorb a lot of resin, around 1.5kg per m² or more. It'll take about 2-4 hours to dry, and a further 8 hours to set depending on the hardener used, this was slow harden. Then it's sanding, sanding, and more sanding, followed by painting.

First item I worked on was the diffuser, but the plan changed a little when the wing arrived. Realising the boot wasn't up to the task of holding anything on it, I decided I needed a new boot lid. I had a week from wing arrival until Hurlstone Drive SS. I made the mold straight from the existing boot. The part used three layers of 450 gm CSM, a layer of coremat, and then another layer just where some extra strength was required. The end result was about the same weight as the original striped boot lid, but a lot stronger and stiffer. I even managed to test it out by sitting my fat ass on the boot lid without any issues. Was all finished on the Saturday night before the event, wing all mounted. It was hard to tell how much of a difference the wing made as I haven't run the blue MR2 at Hurlstone before. Braking into the corner from Cody Place on to Hurlstone Drive, the car felt pretty settled, I pretty much braking as I was turning in, and it felt very stable. Then came Stratford SS, again the rear grip under braking was surprising leading to later braking, but unfortunately still nothing to compare it to.

With a six week break between events I got stuck into making up a new bonnet. The idea was to vent the radiator out over the car, instead of under the car. This was planning for later to allow the floor to be sealed off. Also it prevents turbulent air from disturbing the flow on the floor, which ruins the aerodynamics. The diffuser finally got some attention. All the fixings were added, filler resined to the topside of the diffuser.

The rail mount bolted to the car. Strakes finally filler resin glued in place, the Wednesday before the car club trackday. Saturday arrives to a very wet Manfeild race track, perfect for being able to see how the new aero is working.



After each session I would check with Dad to see what the shape of the spray behind the car had to work out whether I had flow attachment to the diffuser or not. The first angle was the most aggressive angle, around 10°, this appeared to cause flow separation, making the diffuser less effective. The spray looked like it was flowing straight out the back of the diffuser at its angle, but not kicking up. We changed the angle, to the next adjustment down, approximately 8°. This time it looked like we had success, now the spray appeared to kick up a metre or so behind the car.

The flying MR2

- By Greg Hirst (Cont)

This suggested flow attachment, and now the flow interacted with the wing. This is the point where the centre tunnel of the diffuser started working correctly. We lowered the diffuser again, 6°, and the spray shape didn't really change. The overall feeling of the car was hard to say, yes the rear felt planted, even in the wet. It was very good under braking except for the front with the odd lock up, including a big one into Higgins that had me playing in the sand pit. On a day like that being able to adjust the brake bias would have been handy. The only issues I had with the rear of the car, was when I got a little distracted and either caught a puddle or the paint on corner exit.

The existing front splitter was never going to be up to the task and I was likely to have some bad aero balance, but all things considered the run at Manfeild was a successful test, even though I wasn't really willing to push as hard as I wanted to really get a feel for it.

I am currently working on front splitter mark II, and a rear spoiler, to sit under the wing, to the air up and away from following the rounded boot lid. This has involved quite a lot of CFD to get the aero balance correct. The design plan is always looking to get the downforce on front vs rear to be slightly more rearwards than the static weight on the front vs rear. The turbo MR2 usually has around 43%/57%, front to rear. So my aim was to achieve somewhere around 40%/60%. My final CAD model had the distribution somewhere around 35%/65% with the rear wing in its middle adjustment. The model is pretty rough, and the CFD isn't 100% accurate, so it'll be closeish.

The front splitter has a few design ideas I wanted to use:

- Diffusers into the wheel arches. Accelerates the flow at the mouth of the diffusers, as the volume expands after the mouth.
- Extend the front. Schedule A allows 200mm from the body of the car, this has 100mm straight out front, and around 150mm around the corners, in front of the tyres.
- Flat cover beneath the radiator exit. This not only cleans up the flow of the air under the car, but also gives more surface area from the low pressure to act upon. It'll also help reduce drag.
- Expand the flow outwards, away from the tyres. The flow around the front corners of the car are travelling sideways rather than straight towards the rear, this kick up will take advantage of this. Another factor is yaw. As the car corners, the angle the car is actually travel with respect to the air flow is at a slight angle, 2-5° depending on how hard you are cornering. This angle also makes this outer kick up on the inside of the corner, work better, in turn creating a bit more downforce on the unloaded tyre giving just a little bit more grip during cornering.



The flying MR2

- By Greg Hirst (Cont)

First round of NZ Superlap is 25th and 26th of November, up at Hampton Downs. This will be the first true test of the full aero kit. This will be the test to see if the numbers are close to correct, and whether all the effort was worth it.



OFFICIALLY ENTERED!

P&WEAR

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ENDLESS BRAKE TECHNOLOGY

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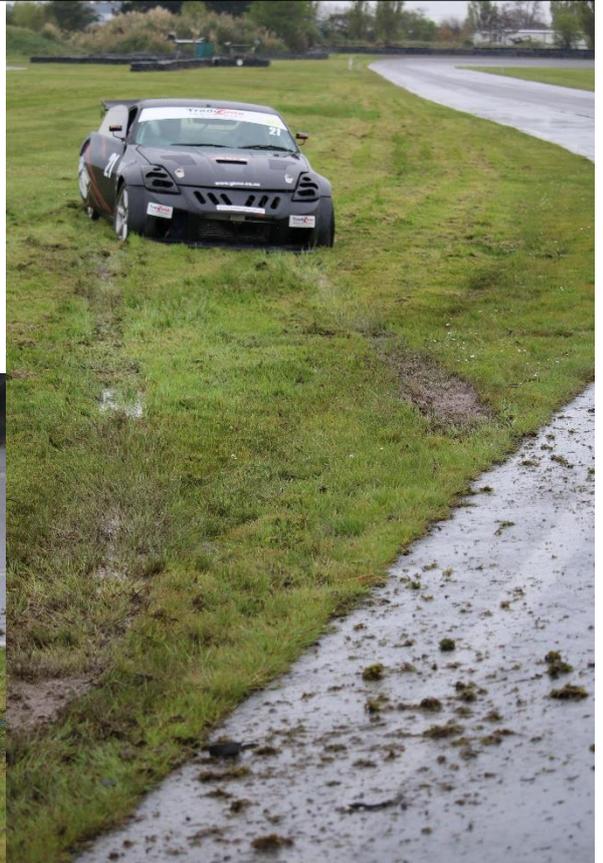
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Photos supplied by Greg

Track Day – Manfeild

07-10-2017

The track day saw a field of about 35 head to Manfeild for a jam packed day of fun & excitement! It turned out to be a rather wet day, and for those that had off track excursions quickly realised that once off the track, there was no going back, although some were lucky! (namely Drew lol). A big thanks to Michelle Drent & Paul Chinery for being the recovery vehicle, who were kept rather busy for a good part of the day, and thanks to all the organisers & volunteers.



Track Day – Manfeild

07-10-2017



Track Day – Manfeild

07-10-2017



Track Day – Manfeild

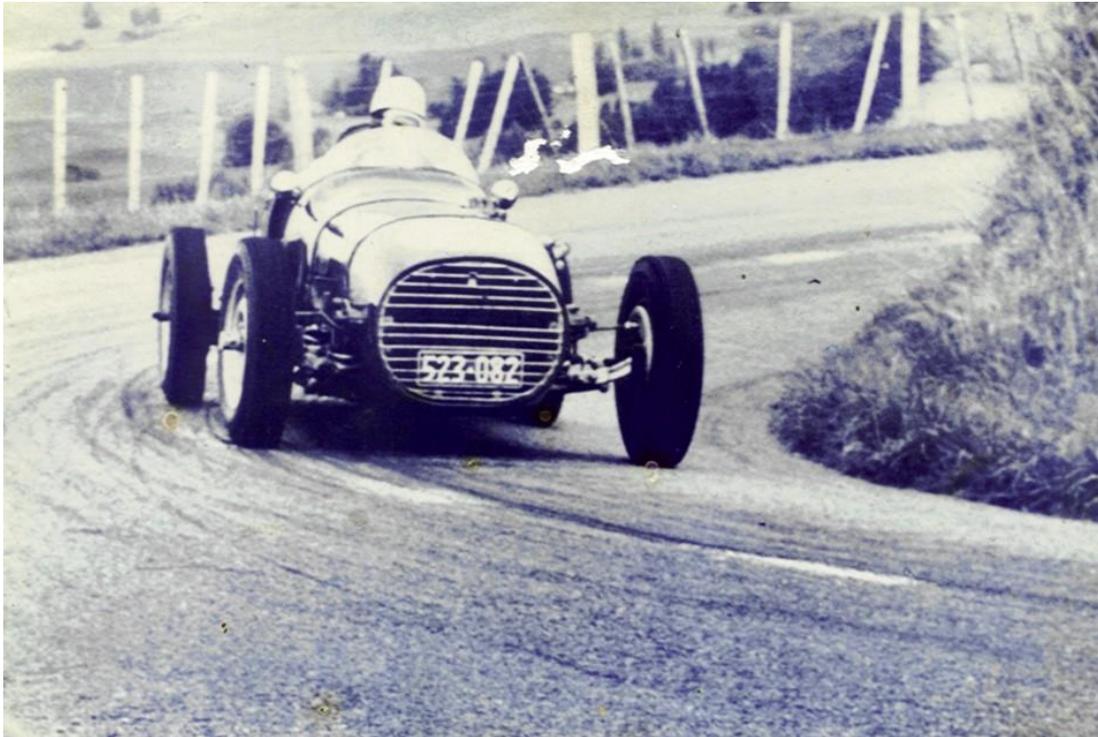
07-10-2017



A Journey East By Graeme Sutton

The trip to attend Hawkes Bay Car Club's 70th Anniversary Celebrations.

In 1955 my dad Bill, joined the Hawkes Bay Car Club followed by my mum Annabelle in 1956, and so began a motorsport life for the family.

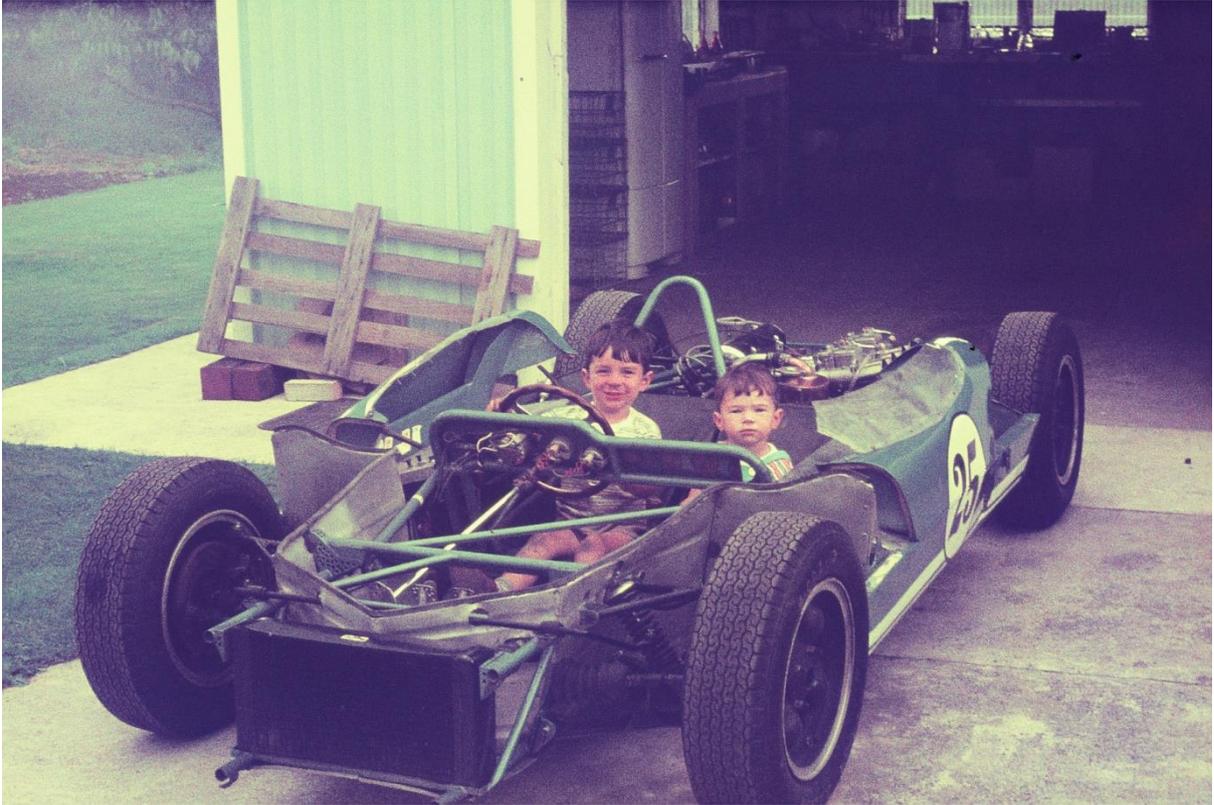


Bill Sutton @ Te Onepu Hill Climb 1960 Normac Special 235 Chevrolet 6 3rd overall

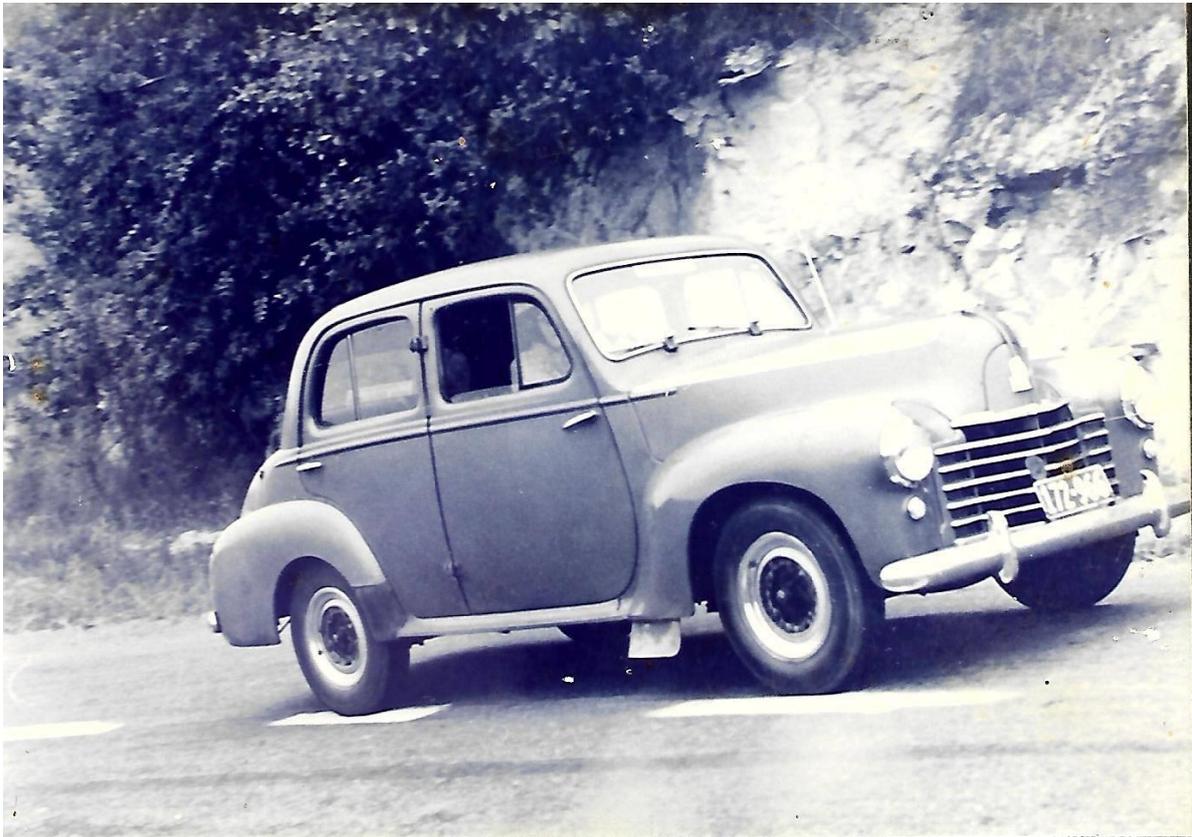


Bill approaching the hairpin in Joe Hayes' Lotus Cortina @ Te Onepu 1967

A Journey East *By Graeme Sutton (Cont)*



Dean and I at home in Hastings 1967 in Baron Robertson's Heron sports Car



Current Taranaki Car Club Treasurer (my mum Annabelle!) hill climbing @ Te Onepu Hill Climb 1957.
Took some finding. Note the performance modification... hubcaps removed!

A Journey East

By Graeme Sutton (Cont)

Both Bill & Annabelle served as committee members as well as secretary and treasurer positions with HBCC

A call from current HBCC secretary Donna Elder in late April, invited me to come to HB and be part of the celebrations. WOW, didn't leave much time to get a car ready to run! As the Jedi had been on the trailer in Damien & Shantelle Hiestand's shed for the better part of the last 6 years.

So began a short rebuild process to ready the car for competing again, as it had not run since a disastrous attempt at Paritutu Sprint 6 years ago.

A new pair of radiators were required to be fitted and plumbed up, in an effort to cure the overheating issues, a new battery with larger capacity was needed, but that then required a total rewire, lots of time!!, while at that a new seating position, so that then needed the pedals relocated so in all 3 months' work long days and nights, with the engine fired up on the Thursday night @ 11.30pm then loaded up onto trailer ready to leave for HB on the Friday morning. Huge thanks to all the help from, Caleb Douglas, Dean Sutton, Gordon Mace, Don O'Connor, Grant Hall, Mike Lai, and Nigel Swan, who all helped at some stage to make the rebuild work.

A long trip over to the East Coast, travelling up over the Saddle Road onto the HB. Friday saw us attend the meet and greet at the HBCC clubrooms, with lots photos of the past, great to catch up with old friends, some I hadn't seen for more than 20 years.

Saturday morning arrived at the venue 7.45 am, we thought we was early, man there already was about 35 cars there then, found a spot, unloaded, and set about getting prepared to run the Jedi/Ducati for the 1st time in HB.

At the conclusion of drivers verbal briefing on top the written briefing handed out at sign in on Friday night, 62 entries had been received, including the 12 late on the day entries.



A Journey East By Graeme Sutton (Cont)

First run was practice!



Ready to roll to the line for 1st run of the weekend

Managed to make it to the top, kept the car on the island, missed several braking points and shift points, but it didn't over heat!! Yay! First problem conquered. Time was respectable.

1st official run , went well got things a little better, the start was good, still not brave enough to flat foot it in 3rd around turn 1 (something I was able to achieve in the Jedi/Yamaha 8 years previous) but a time of 1:16:60 secs.

2nd official run, much better leave of the line, improvement in most aspects, and temperature of engine was great, time 1:14:40, which turned out to be my fastest time of the day

3rd official run was good obviously I got something wrong time 1:14:45 not bad but at this time the weather had cooled considerably and times for all competitors had increased. End result FTD outright win, now 9 times winner at Te Onepu Hill Climb, an event HBCC have run since 1949, making it the longest continuous run hill climb in NZ

A Journey East

By Graeme Sutton (Cont)

Great to have the support of fellow Taranaki Car Club members with Bruce Commerer Escort, finishing 4th in class and 23rd O/A and Scott Harland Mini 5th in class and 50th O/A

Thanks to supporters of the Jedi/Ducati, Battery Tender NZ, Regina M/C Chain NZ, Vital Signs NP, Smash Palace Bar & Grill Christchurch, Rowson Kitchens & Joinery NP, WEM Motorsports Ca, Dean Sutton, Don & Rodney O'Connor, Caleb Douglas, Gordon Mace, Mike Lai, Mike Robins, Shaun Dickie.

HBCC 70th Anniversary Te Onepu Hillclimb Long Course - RESULTS

(Sorted By Overall Place)

Organising Club: Hawkes Bay

Date: 23rd September 2017

Competitors: 55

No	Competitor	Car	Class	Club	Practice	Run 1	Run 2	Run 3	Best Time	Overall Place
27	Graeme Sutton	Jedi	S	Hawkes Bay	01:16.60	01:14.55	01:14.40	01:14.55	01:14.40	1
41	Mark Pearson	Lotus Elise	D	Hawkes Bay		01:18.54	01:26.96	01:27.59	01:18.54	2
98	Dean Gough	Swift FB89	S	Hawkes Bay	01:47.41	01:21.77	01:19.70	01:41.27	01:19.70	3
37	Colin Grant	Beattie Clubman	S	Hawkes Bay	01:33.19	01:23.06	01:20.75	01:20.63	01:20.63	4
8	Brent Bullivant	Skyline GTR	G	Hawkes Bay		01:23.54	01:22.54	01:20.98	01:20.98	5
11	Andrew Elder	Mitsubishi EVO 5	G	Hawkes Bay		01:22.54	01:21.19	01:21.38	01:21.19	6
83	Don McLean	Subaru Impreza	G	Dannevirke	01:27.54	01:21.43	01:21.24	01:21.43	01:21.24	7
28	Wayne Palleson	Porsche Turbo S	G	Hawkes Bay	01:27.61	01:21.97	01:22.66	01:21.26	01:21.26	8
142	Graeme Fraser	BMW M3 CSL	F	MBOP		01:22.08	01:21.35	01:21.37	01:21.35	9
36	Finian Foote	Datsun 1600	F	Hawkes Bay	01:31.19	01:25.83	01:26.62	01:21.88	01:21.88	10
47	Don McIntyre	Ford Escort Mk1	E	Hawkes Bay	01:29.13	01:24.81	01:24.51	01:22.55	01:22.55	11
10	Grant Blackberry	Mitsubishi EVO 10	G	Hawkes Bay	01:25.09	01:23.64	01:22.80	01:22.58	01:22.58	12
16	Stuart McChesney	Honda Civic EP3	E	Hawkes Bay	01:26.91	01:24.09	01:22.92	01:22.98	01:22.92	13
55	Bruce Baird	Subaru WRX	G	Dannevirke	01:29.33	01:24.35	01:23.54	01:23.20	01:23.20	14
62	Tim Ireland	Honda Integra	D	Manawatu	01:33.09	01:26.35	01:24.64	01:23.24	01:23.24	15
6	John Simpson	Ford Force 6	F	Hawkes Bay	01:27.27	01:23.35	01:24.46	01:23.71	01:23.35	16
127	Brent Redington	Honda City	C	Hawkes Bay	01:26.15	01:24.25	01:24.41	01:23.39	01:23.39	17
38	Ray Wilson	Audi S2 Quattro	G	Hawkes Bay		01:25.03	01:23.91	01:25.57	01:23.91	18
15	Geoff Newton	Mitsubishi EVO 6	G	Hawkes Bay		01:27.32	01:25.01	01:24.45	01:24.45	19
153	Steve Saunders	Datsun 120Y Sunny	D	Levin	01:30.20	01:27.18	01:25.16	DNS	01:25.16	20
31	Craig Smith	Toyota Starlet	E	Hawkes Bay	01:31.11	01:27.12	01:26.06	01:25.16	01:25.16	21
29	Eric Kyle	Subaru RX	G	Hawkes Bay		01:46.14	01:25.50	01:26.52	01:25.50	22
78	Bruce Commerer	Ford Escort	D	Taranaki	01:30.55	01:27.22	01:26.44	01:27.09	01:26.44	23
24	Paul Taylor	BMW 550i	F	Wellington	01:29.00	01:26.87	01:27.89	01:26.61	01:26.61	24
12	Daniel Haines	Toyota AE86	D	MBOP	01:33.46	01:29.93	01:28.19	01:26.85	01:26.85	25
505	Robert Webster	BMW Mini Cooper S	E	Hawkes Bay		01:27.64	01:27.88	01:27.06	01:27.06	26
9	Neil Rogers	Peugeot 205 Mi16	D	MBOP	01:37.77	01:27.97	01:27.10	DNS	01:27.10	27
191	Don McLean	Holden Barina Gti	B	Wellington	01:31.07	01:28.45	01:27.62	01:27.74	01:27.62	28
669	Tony Fitzgerald	Mazda RX7	F	Wairarapa	01:42.29	01:29.08	01:27.80	DNS	01:27.80	29
123	Phillip Fendall	Nissan Silvia	F	Hawkes Bay	01:50.56	01:31.64	01:27.82	41:28.49	01:27.82	30
25	Brent Lewers	BMW 135i	F	Wellington	01:33.67	01:28.10	01:28.61	01:27.91	01:27.91	31
32	Aaron Young	Nissan 200SX	F	Hawkes Bay		01:31.48	01:29.53	01:28.28	01:28.28	32
35	Denis Chrucher	Mazda MX5	C	Hawkes Bay		01:29.68	01:28.87	01:29.61	01:28.87	33
4	Robbie Johnson	Toyota Corolla DX	C	Hawkes Bay		01:29.17	01:29.70	01:28.91	01:28.91	34
42	Bruce Lissette	BMW M4 GTS	E	Hawkes Bay	01:33.85	01:29.94	01:38.55	01:55.30	01:29.94	35
53	Hamish Clark	BMW E30 325i	E	Hawkes Bay	01:41.82	01:36.96	01:34.65	01:30.11	01:30.11	36
57	Brett Paton	Nissan Primera	D	Hawkes Bay		01:30.81	01:32.71	01:31.66	01:30.81	37
116	Tim Oliver	Honda Integra	D	Hawkes Bay	01:33.35	01:31.33	01:31.84	01:31.29	01:31.29	38
3	Bill Scott Jnr	Datsun 1200	B	Hawkes Bay	01:33.49	01:32.64	01:31.74	01:31.53	01:31.53	39
34	Trevor McGrannachan	Subaru Improt	E	Hawkes Bay	01:35.19	01:33.99	01:31.92	01:31.66	01:31.66	40

A Journey East By Graeme Sutton (Cont)

424	Bill Dalton	Beattie Clubman Sport	S	Hawkes Bay		01:35.19	01:32.54	01:33.82	01:32.54	41
17	Greg Burgess	Suzuki Swift	C	Hawkes Bay	01:37.60	01:34.44	01:33.24	01:32.58	01:32.58	42
1	Barry Reid	Vauxhall Viva	E	Hawkes Bay		01:33.95	01:34.16	01:33.20	01:33.20	43
30	Elliot Millar	Holden Commodore	F	Hawkes Bay		01:36.47	01:34.76	01:33.56	01:33.56	44
2	Bayne Smart	Mitsubishi Galant	F	Hawkes Bay		01:34.57	DNS	01:35.75	01:34.57	45
33	Nick Webster	Austin Mini	B	Hawkes Bay	01:43.34	01:39.05	01:36.01	01:34.89	01:34.89	46
26	Tony Kyle	Ford Escort	C	Hawkes Bay		01:35.60	01:35.93	01:35.09	01:35.09	47
40	Murray Ravenscroft	Austin A40	B	Hawkes Bay	01:39.12	01:37.82	01:35.73	01:35.11	01:35.11	48
21	Carey Jackson	Mitsububishi Galant	F	Hawkes Bay	01:45.78	01:35.90	DNS	01:37.22	01:35.90	49
81	Scott Harland	Leyland Mini	B	Taranaki		01:36.83	01:35.99	01:36.99	01:35.99	50
19	Jack Mains	Citroen Xsara GTS	D	Hawkes Bay		01:37.01	01:37.95	01:36.62	01:36.62	51
46	Neal Lincoln	Subaru Leone	G	Hawkes Bay		01:37.63	01:38.88	01:37.73	01:37.63	52
23	Hans Rombouts	Alfa Romeo 1750	D	Hawkes Bay	01:44.99	01:42.17	01:41.79	01:40.48	01:40.48	53
72	Paul Stichbury	Humber 80	T	Hawkes Bay	01:51.10	01:41.71	01:42.80	01:42.86	01:41.71	54
531	Bryce Gliddon	MG MGA	T	MG Car Club Auc	01:48.06	01:46.04	01:45.44	01:45.71	01:45.44	55
Class A = 0-1000cc Class B = 1001-1300cc Class C = 1301-1600cc Class D = 1601-2000cc Class E = 2001-3000cc Class F = 3001cc & over										
Class G = All 4WD Class H = Historic Race Cars nonWOF Class T = Classic Cars with WOF Class S = Open Sports & Racing Cars										



Photos supplied by Graeme

Driver Profile

Name: Garnett Henderson

Date of Birth: 80's child

Occupation: Glorified draftsman

Current Race Car: SW20 MR2

Previous Race Cars: SW20 MR2

Daily Drive: Hyundai Santa Fe

Dream Car: Toyota 2000GT or Ferrari 250GTO

First joined TCC: 2006

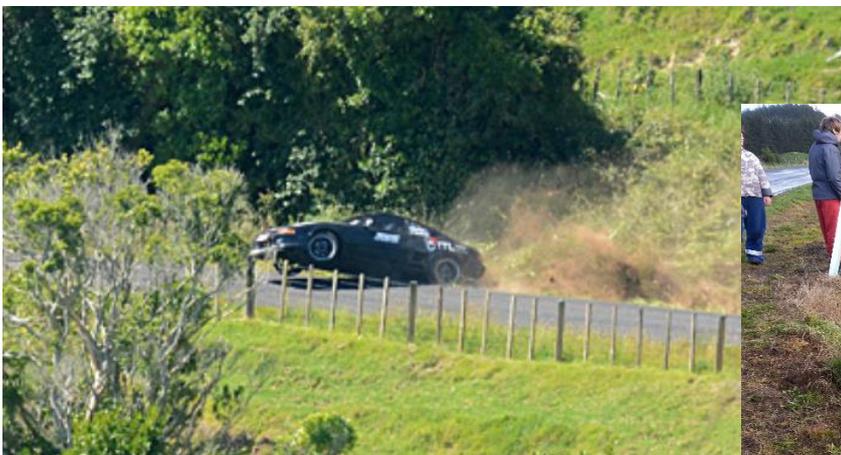


Involvement within the club: Competitor, Tarmac Rally Organiser, organiser of many hill climbs, street sprints, and track days. Been committee member, president, and currently secretary.

First Events: Track day with my road car, Mana Road with first race car. In the wet, that's a scary road.

Best Moment in Motorsport: TCC 2013 points champion

Worst Moment in Motorsport: No stand out worst moments, but disappointed that I've entered three Taranaki Tarmac Rally's and yet to finish every stage of one event.



Garnett Sliding down the ditch at Mataro Rd hill climb 2013

Photos supplied by Garnett



Larni parked in a ditch at Warea Newall rally sprint 2013

Advanced Vehicle Services

Driver training/Skills day 28.10.17

- Results

Advanced Vehicle Services driver training day results											
			R1	R2	R3	R4	R5	R6	Total	mintues	placing
1	Shay	Small	1.23	1.23	1.18	1.21	1.1	1.22	7.17	7.17	2nd
2	Blake	Fergus	0.55	1.88	1.06	2	2	2	9.49	9.49	8th
3	Larni	Nicholas	1.15	1.25	1.2	1.28	2	2	8.88	9.28	7th
4	Shay	Burkhart	1.1	1.19	1.11	1.14	1.05	1.22	6.81	7.21	4th
5	Blair	Kennedy	2	2	1.12	1.08	2	2	10.2	10.2	11th
6	Robert	Short	0.58	0.55	2	2	2	2	9.13	9.13	6th
7	Vicky	Catlow	2	2	2	2	2	2	12	12	13th
8	Blake	Sinclair	1.12	1.05	1.14	1.1	1.13	2	7.54	7.54	5th
9	William	Adlam	0.63	0.59	1.08	2	1.4	1.09	6.79	7.19	3rd
10	Callum	Critchley	2	2	1.13	1.24	2	1.13	9.5	9.5	9th
11	Scott	moyes	2	2	1.04	1.07	2	2	10.11	10.11	10th
12	Dean	Fraser	2	2	1.29	1.14	2	2	10.43	10.43	12th
13	Glen	Bublitz	0.55	0.53	1.01	1.02	1.01	2	6.12	6.12	1st

DNF=2 minutes

DNS=2 minutes



Advanced Vehicle Services

Driver training/Skills day 28.10.17



Advanced Vehicle Services

Driver training/Skills day 28.10.17



Driver Profile

Name: Brooke Rae

Date of Birth: 22/06/79

Occupation: Personal Assistant

Current Race Car: VW Polo

Previous Race Cars: BMW Mini

Daily Drive: "The Brady Bus" aka Toyota Hiace 11 seater

Dream Car: Dads old Holden Torana

First joined TCC: 2015

Involvement within the club: Race

First Events: Taupo track day with the car club in the Mini

Best Moment in Motorsport: Winning De Havilland Drive Overall this year

Worst Moment in Motorsport: Rifle Range Rd – Kissed the curb!



From rags to riches the Dodgey way

The real story behind the \$1000 Racecar

By Shann Van Beers

Right from the 1st time I drove a Honda Prelude Vtec back when I was a 17 year old Mechanic, I knew that one day they would make an ideal race car. Having previously raced a Mitsi 1850 coupe, a 1986 Honda Prelude and a Mitsi VR4 all self built, it was time to have kids and give racing a break. Very, very short on funds I managed to con the wife into having \$1000 to go towards having a project in the shed. After surfing Trade and Exchange (no Trademe back then) I came across a Frontal damaged Honda Prelude Vtec for \$700 in Rotorua. Back then a good one was still fetching \$6 - \$10 K so was cheap. I asked if he had any frontal parts which I could also buy, he said he had a de-registered Prelude Manual but non vtec ideal for parts, so I managed to negotiate both cars for \$1000. (bargain).

So myself and Dave Geraghty set off with a D plate and trailer to go get both cars. Upon driving up the road to the address there was a very tidy looking Burgandy Honda Prelude parked on the roadside with a sought after Vielside body kit fitted, I thought this must be the place, it was ,there was a crashed Prelude in the driveway. We went in and had a look around the vtec and it all looked good bar a bit of frontal damage, I asked where the de-registered parts car was, He pointed to the car on the street?? I thought WTF surely not ??? !!! , So out come the wallet screwed a D plate on and loaded up the crashed car and we were off before he changed his mind.



We stopped at the Gas station down the road when Dave informed me the burgundy car felt very stiff in the suspension, on further investigation the parts car was very straight and had New looking BILSTEIN suspension fitted and near new tyres. What a score!!.

While driving home it was decided that because the non vtec car had No sunroof , No ABS and No 4WS that it might make a better race car than the vtec so the plan was to swap the running gear over but 1st I would go and get it re-Vinned so it was road legal. That night upon arriving back to New Plymouth I stopped at Shell Waiwakaho to get a drink and there was a guy looking over the Burgandy prelude who was driving a burgundy Prelude, 5 minutes later I had sold the Body kit for \$1200 and traded his factory bumper, I was up already !!

The next step was compliance, went straight through. WOF and REG , Tick !! Over the next few weeks I stripped both cars and sold the non vtec motor, Gearbox, Near new Tyres, Rare non rusty sunroof etc and came up with another \$1500. I then transferred the vtec Motor ,Gearbox , Brakes etc over into the now road legal lightweight burgundy shell. At this stage I had opened a bank account to manage my race funds. It was looking pretty healthy with parts getting sold quickly as they were a common popular car at the time.



One of my longterm sponsors heard I had a project on the go and offered to pay for a Rollcage. My work bought a set of race tyres and another sponsor bought a seat and harness we were ready to race.

From rags to riches the Dodgey way

The real story behind the \$1000 Racecar

By Shaun Van Beers (Cont)

First event and a class win, it was very easy to drive and was extremely quick but needed an LSD. Problem solved, bought a Prelude with a very rare LSD (not many around) for \$4500 on Friday, Changed the gearboxes around and then sold it on again within the week for \$6500, another \$2k in the kitty and now had a LSD gearbox. Fitted Lexan windows and lightened the car up a shit load, this thing was fast for what it was and was the most fun to drive.

While owning the car I did every event possible and won the class everytime. Most notable result was getting 1st 2WD , 1st in Class and 9th Overall in The Taranaki Tarmac rally one year (back when there were 80 Entries,) another highlight was 4th outright in a 30k stage behind Glenn Smith, Neil Marshall and a guy in a Evo 6. This ultimately put an end to this car as after that rally Glenn Smith sat me down and said, "look mate well done on your result but I'm really concerned about how hard you are driving in a car that you built on a budget with minimal roll cage and cheap seats and you driving the wheels off it, if it goes wrong you are going to die"

This hit me pretty hard as the wife was pregnant with number 2 at the time so the hard decision was made to sell the car, best thing was I had a whole lot of car club championships and top rally results with that car so it was easy to sell. I ended up selling the car for \$11500 and the bank account I set up still had \$1200 left in it. So the bank account ended up with a balance of \$12700, Not bad for a \$1000 investment and 4 years of Fun.

Since then I have owned a 2003 Honda Integra DC5 (won Honda Cup n This) , A 1992 Honda Civic with Prelude 2.2 engine (another rocket ship which never lost in class), a 1980 Toyota Starlet RWD endurance car and more recently a BF V8 Falcon Brute.

So as you can see, I love wheeling & dealing and by building this this car in the manner I did, I inherited my Nickname DODGEY.

Shaun Van Beers 53



Photos supplied by Shaun

The how and why's of Club points

Hello all,

Had a few questions on how the points are worked out, so here's a quick rundown on how the club points system works.

Points are calculated in three parts: class finish position, final position and event entry.

Class points: Are taken from your overall finishing position on the day, 1st in class gets 25points, 2nd in class gets 22 point, 3rd in class gets 19 points and keeps going down from there.

Position points: Are taken from your overall finishing position on the day, top 5 get 10 points, next 5 get 8points next 5 get 6 points and so on.

Event entry points: 5points

Combined all three parts to get your total for each event, all events for the season are then combined to get the overall points, class, hill climb, Street Sprint champions.

Something to note is non TCC members are not included in the points which can be an advantage or disadvantage for some members.

Larni

CLASS POINTS		POSITION POINTS		EVENT ENTRY POINTS	
Finishing position	Points	Finishing position	Points	Finishing position	Points
1	25	1	10	1	5
2	22	2	10	2	5
3	19	3	10	3	5
4	16	4	10	4	5
5	14	5	10	5	5
6	12	6	8	6	5
7	10	7	8	7	5
8	9	8	8	8	5
9	8	9	8
10	7	10	8
11	6	11	6		
12	5	12	6		
13	4	13	6		
14	3	14	6		
15	2	15	6		
16	1	16	4		
17	1	17	4		
18	1	18	4		
19	1	19	4		
20	1	20	4		
21	1	21	2		
22	1	22	2		
23	...	23	2		
24	...	24	2		
25	...	25	2		

club points

F CLASS		Event									
Driver		Dehav Drive Street Sprint	Hurlstone Dr Street Sprint	Manfield Track Day (5points)	Speed weekend	Forman Road Bent Spint	Waitara Street Sprints				TOTAL
Eifion	Williams	30	32								62
James	Harry	25	29								54
Mike	Foreman	23	25								48
Steve	Milham	5	37	5							47
Tim	Roper	21	21								42
Brooke	Rae	40		5							45
Nigel	Adams		40								40
Ben	O'Leary	35									35
Blair	Kennedy	15	16								31
Grant	Waldron		19								19
Paul	Whyte	19									19
Grant	Waldron	16									16
Krystal	Whitter-Clement		15								15
Max	Pennington			5							5
Richard	Dreaver			5							5

Club Apparel

To order your Club apparel go to:

<https://www.taranakicarclub.org.nz/club-apparel/>



FRONT LOGO



BACK LOGO

TCC_Male Black Zip up hoody



front



back



side

TCC_Female Black Zip up hoody



Front



Back

Club Apparel

TCC_Male Black Tee



front



back

TCC_Male White Tee



front



back



[TCC_Male Black Zip up hoody](#)

\$61.44 NZD*



[TCC_Male Black Tee](#)

\$36.69 NZD*



[TCC_Female Black Zip up hoody](#)

\$50.54 NZD*



[TCC_Male White Tee](#)

\$36.69 NZD*

Buy & Sell

Please contact the
Wheelspin Editor to
advertise any BUY & SELLS

Club Membership

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



MEMBERSHIP APPLICATION 2017

New

Renewal
(Please tick one)

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 TCC members)

Proposer's Name: _____ Signature: _____

Seconder's Name: _____ Signature: _____

Membership Type

Single \$70

Double \$80

One competing member only

Family \$90

One competing member only

Competition Number

Preferred Car/Race Number: _____

Second choice: _____

Third choice: _____

Payment

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