HIBISCUS COAST MOTORSPORT CLUB INC

For Motorsport North of the Bridge



Photo Courtesy of Greg Olesen

HIBISCUS COAST MOTORSPORT CLUB INC

April 2000

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P.O. Box 100-597
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Clubnight
7:30pm, third Wednesday of each month at the Hot-Rod Clubrooms, Hillside Rd, Glenfield (behind Beaurepaires Tyres)

Cover
Kayne Barrie, 1998-99 Overall Champion.

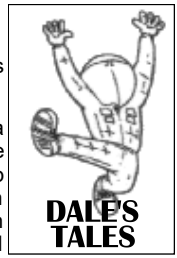
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THE VIEWS EXPRESSED IN THIS MAGAZINE ARE THOSE OF THE WRITERS, AND ARE NOT NECESSARILY THOSE HELD BY THE EDITOR, COMMITTEE OR CLUB

The Year That Was



Here we are another AGM and time again to look back on the year that was or was not depending on what you were hoping for.

We ran 16 events of our own including a great Rallysprint at Paparoa Station road, probably the best run event I have seen thanks to the committee and members of the club, also our round of the Interclub Hillclimb championship run at Pritchard road in Kaiwaka, again very well run thanks to the efforts of the club. I saw and was part of something special in the life of this club during the Hillclimb Championship and although I could be talking about winning the Championship for only the second time in the history of the club but I am really talking about the incredible camaraderie, friendship and Team spirit that our club has shown during these events which is something I have not seen for a long time. We have gained a great annual event at Foremans corner south of Whangarei thanks to Shane "George" Foreman allowing us there and to Dean Boston for getting the use of this venue. We ran a good Motorkhana championship and our club came of age with tighter rules being required to make the events fair and just, we then showed how good we were at Auckland car clubs events this year. The Overall Championship was again well fought during the year and points were available from a total of 28 events.

The club is well placed on the Financial front with 2 interest bearing savings investments worth aprox. $13000 and a cheque account with enough in it for day to day running plus our pebblebrook account for upkeep of that venue.

To the Outgoing Committee I wish to say a very big Thank You for the best year I have had as President since joining this club and to those committee members that are not restanding I thank you very much for your efforts and wish you well in your next endeavours. To those of you that are restanding I also thank you very much for your efforts and look forward to as good a year this year should I be reelected as President.

Being on the Committee can feel like a thankless task sometimes but without your efforts the club would not have what it has today, Great events, great people and Great Fun.

To our Members I wish to thank you all for your efforts in helping, competing, sportsmanship and above all else making this club what it is and next time you are competing in an event take a look around you and notice the people out their helping to run the event you are at and say thanks to some of them, that's all they really need to keep them coming back to help.



Wanted

Good keen drivers, I would like to spend a day testing and would like to hire 5km of forest road. The cost will be split across all drivers (10 cars = $75each) NO Timing, NO Marshals & Unlimited runs (use it as a sponsor day?).

Please contact Alan Scott (alan@radioworks.co.nz) - (021) 891 378

JOKES OF THE MONTH

THE GOOD BOY SCOUT

An airplane was about to crash, and there were 5 passengers left, but only 4 parachutes. The first passenger, Bill Clinton said "I am President of the United States, and I have a great responsibility, being the leader of nearly 300 million people, and a superpower, etc.," so he takes the first parachute, and jumps out of the plane.
The second passenger, said "I'm Patrick Ewing, one the best NBA Basketball players, and the Knicks need me, so I can't afford to die" so he takes the second parachute, and leaves the plane.

The third passenger, Hillary Clinton, said "I am the wife of the President of the United States, a soon-to-be United States Senator from New York, and I am the smartest woman in the world," so she takes the third parachute and exits the plane.

The fourth passenger, Pope John Paul the second, says to the fifth passenger, a 12 year old Boy Scout, "I am old and frail and I don't have many years left, so as a Christian gesture and good deed, I will sacrifice my life and let you take the last parachute.

The boy scout said "It's OK, there's a parachute left for you. The world's smartest woman took my backpack."

STRESS MANAGEMENT THEORY

Picture yourself near a stream. Birds are singing in the crisp cool mountain air. Nothing can bother you here. No one knows this secret place. You are in total seclusion from that place called the world. The soothing sound of a gentle waterfall fills the air with a cascade of serenity. The water is clear. You can easily make out the face of the person whose head you are holding under the water.

There now, feeling better?

DILBERT'S RULES OF ORDER

1. I can only please one person per day. Today is not your day. Tomorrow is not looking good either.

2. I love deadlines. I especially like the whooshing sound they make as they go flying by.

3. Tell me what you need, and I'll tell you how to get along without it.

4. Accept that some days you are the pigeon and some days the statue.

5. Needing someone is like needing a parachute. If he isn't there the first time, chances are you won't be needing him again.

6. I don't have an attitude problem, you have a perception problem.

7. Last night I lay in bed looking up at the stars in the sky, and I thought to myself, where the heck is the ceiling?

8. My reality check bounced.

9. On the keyboard of life, always keep one finger on the escape key.

10. I don't suffer from stress. I am a carrier.

11. You are slower than a herd of turtles stampeding through peanut butter.

12. Do not meddle in the affairs of dragons, because you are crunchy and taste good with

ketchup.

13. Everybody is somebody else's weirdo.

14. Never argue with an idiot. They drag you down to their level, then beat you with experience.

15. A pat on the back is only a few centimetres from a kick in the butt.

16. Don't be irreplaceable - if you can't be replaced, you can't be promoted.

17. After any salary raise, you will have less money at the end of the month than you did before.

18. The more crap you put up with, the more crap you are going to get.

19. You can go anywhere you want if you look serious and carry a clipboard.

20. Eat one live toad the first thing in the morning and nothing worse will happen to you the rest of the day.

21. If it wasn't for the last minute, nothing would get done.

22. When you don't know what to do, walk fast and look worried.

23. Following the rules will not get the job done.

24. When confronted by a difficult problem, you can solve it more easily by reducing it to the question, "How would the Lone Ranger handle this?"

AND THE OBLIGATORY PUN

A man is driving along a highway and sees a rabbit jump out across the middle of the road. He swerves to avoid hitting it, but unfortunately the rabbit jumps right in front of the car. The driver, a sensitive man as well as an animal lover, pulls over and gets out to see what has become of the rabbit. Much to his dismay, the rabbit is dead. The driver feels so awful that he begins to cry.

A beautiful blonde woman driving down the highway sees a man crying on the side of a road and pulls over. She steps out of the car and asks man what's wrong. "I feel terrible," he explains, "I accidentally hit this rabbit and killed it."

The blonde says, "Don't worry." She runs to her car and pulls out a spray can. She walks over to the limp, dead rabbit, bends over, and sprays the contents onto the rabbit. The rabbit jumps up, waves its paw at the two of them and hops off down the road. Ten feet away the rabbit stops, turns around and waves again, he hops down the road another 10 feet, turns and waves, hops another ten feet, turns and waves, and repeats this again and again and again, until he hops out of sight.

The man is astonished. He runs over to the woman and demands, "What the heck is in that can? What did you spray on that rabbit?" The woman turns the can around so that the man can read the label.

(Are you ready for this?)
(Are you sure?)
(This is bad!)

It says, "Hair Spray - Restores life to dead hair, adds permanent wave."



Yeah I know I said last month was the last of Captain Colin's corner but I was wrong. Again. I guess some things don't change after all but there seems to be a lot more interest this year in the Clubs administration so we can look forward to a few new faces on the Committee this year which will be great for the Club.

While I am not seeking re-election this year I will still be involved in scrutineering, running and helping at events as there is always room for helpers to make our events happen. Some people feel you need to be on the committee or need to know a lot about cars or the motor sport manual to be able to help. Well you don't . In fact you can even just tag along with someone and have a look and see what is involved in the various tasks and there are plenty of others there to help you learn. Maybe there are partners or friends that come along and basically have a fairly boring day hanging around the pit area, watch you disappear and wait for you to come back later. They can fill in the time by helping with timing, documentation checks, marshal point assistants, vehicle control around the start or finish areas even at times being a simple gofer to run a few errand or messages helps the meeting run smoother and more efficiently. In other words don't think you can't help out 'cause you can and would be appreciated.

Last month I remembered Gary's trial like I encouraged others to but got it a little wrong. I was trying to squeeze in a visit with friends from Papua New Guinea who were in Auckland and left there early to be at the Clubrooms a little late but still in time to make the Trial I thought. When I got there nobody was around so I thought I would wander off to the Grain and Grape to help with the finish. I didn't want to be there before everybody else so filled in time a bit before going in to find everyone already there and the results nearing completion. Guess who didn't note the earlier starting time in the magazine? Oh well I suppose it's me for Mug of the month, again.

Don't forget the A.G.M. this month come along and have some input into YOUR club and the Prize giving on May 20th to support those who have tried hard over the last year for the various trophies.

Finally thanks to all who have helped me through the last two years as Club Captain and support you new and on going committee members this coming year.

Captain Colin.

P.S. You haven't heard the last from me it just maybe in a different form. keep your eyes open.

HCMC HONOURS

Life Members

Alan Woolf	1991
Colleen Woolf	1997
Trevor Bayer	1998
Austin King	1998

Honorary Members

Alan Woolf	1984 - 1991
Colleen Woolf	1984 - 1997
Paul Adams	1984 - Pres
Sue Adams	1984 - Pres
Anne Bayer	1986 - 1992
Stephen Subritzky	1988 - Pres
Austin King	1988 - 1998
John Crichton	1989 - 1992
Robert Milligan	1990 - Pres
Best Impressions	1991 - 1992
Autex Industries	1991 - 1992
Terry Warren	1991 - 1996
Trevor Bayer	1991 - 1998
Sylvia Subritzky	1991 - Pres
Gillian Ives	1993 - Pres
Lloyd Ives	1994 - Pres
Lester Dallow	1994 - 1998
Peter Doggett	1995 - Pres
Cheryl Milligan	1997 - Pres
Dale Crossley	1998 - Pres
Lester Dallow	1999 - Pres
Brian Stubbs	1999 - Pres
Chris Subritzky	1999 - Pres

These people have been recognised for their commitment and services to HCMC

Cool Links of the Month

Ever wondered if there was really any limit to the Internet? Check out this address for the answer.

http://www.1112.net/lastpage.html

Looking for information on that Group B rally car? Try this link for rally car info from Group B to WRC

http://www.rallycars.com



Hiya all, and welcome to my 62nd editorial article. Yet another month to think of something to write about, another month where I get to spend a whole page talking about nothing.

The last month was a bit quiet on the motorsport front as far as competing went, but that wasn't to say that there was no motorsport for me to get involved with. With my new job I seem to have fallen into the role of the slow-witted one in the KOD team, and was subsequently invited to participate in my first ever rally as part of a service crew (by rally I mean a tarmac rally, Targa Bambina-style). The role was an important one, and one I considered well within my capabilities: (1) make cups of coffee, (2) don't get in the way of people who know what to do, (3) direct Dean on how to get from A to B, and (4) put up with Dean in the confines of a van for a whole day.

Secondary was the fact that certain members of KOD were also involved in the organising of results (good move, I hear you say), so the week before the event also involved spending time setting up computers, testing radios and learning how the results software works. I was basically being trained to take the role of Gillian in the event that she was unavailable.

Surprisingly enough the build-up to the event went quite well; the car was ready early, the vehicles were packed on time, the computers and radios worked ahead of schedule and we were on-time leaving Auckland to head for Taumaranui. Still no problems on the trip down, the car flew through scrutineering and we got to the Motel to find it was a nice place and had Sky. This wasn't the KOD I had heard of.

I soon discovered this was atypical of KOD. At the end of SS2 to be precise. Car arrives at the service in one piece and sounds like it is going nicely, only to be told the clutch was slipping badly. Event over. Driver and co-driver back into civvies and ready to go home. I wander up the road to watch the last cars stat SS3 instead. Go back to the van and find Lloyd frantically pulling his overalls back on. Seems that there was a spare seat alongside Anton Tallett in the Batmobile RX7 that needed filling. Unfortunately it was not as first thought as Anton had also stuffed a clutch, so Lloyd was stripping back to civvies again for the 2nd time in 5 minutes!

The service vehicle was to tiki-tour out of SS3 behind the MR2 and follow it back to Taumaranui, but we came across fellow members Colin Craig and David Frith sitting on the side of the road, half a driveshaft in their hands. They obviously can't go anywhere, so we hook them up behind the van and carry on. Come around a hairpin right-hander only to find an elderly BMW had made a real hash of parking on a slope and was fractions of a degree away from rolling. What to do, what to do?!!?

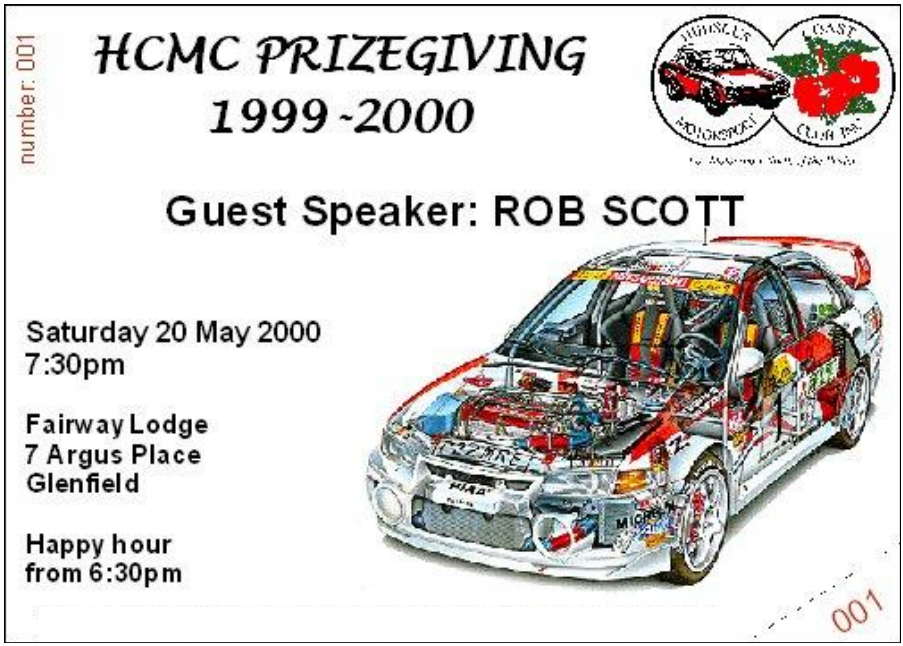
Eventually end up back in Taumaranui (after extricating BMW) and disappear for some lunch while Jeff headed to the Info centre to see how results were going. Just as I was tucking into a cream donut (my first in years, I might add!) I got the call to return to the Info centre to do a job. Something involving going out to the end of the stages and collecting results. Well, it got me out of Taumaranui anyway. This was when I discovered the donut was not such a good idea. My job was to sit next to a nice chap named Alistair while he drove over bumpy, twisty Taumaranui roads at very naughty speeds while entering times into a laptop computer precariously balanced on my lap. To cut a long story short I survived most of the afternoon, but eventually called it quits and swapped seats, and much as I would like to have exacted revenge on Alistair I didn't due to (a) feeling so ill I just wanted to sleep, and (b) it wasn't my car. That cream donut definitely hadn't been a good idea.

Certainly an interesting weekend away it was. It was surprising how well the event ran considering how woeful some of the organising was and other problems during the day. Problems occurred with the timing software which added to the work of the results-collecting car, and this was compounded by timing crews who didn't know what was happening and weren't on time. (The timing crew for one stage didn't get to their post until after the first cars in the field had been through the stage: luckily that stage had been cancelled). Still, I'm not one to sit winging idly, so come October I'll be out there doing my bit to improve the event. And besides, the job I have my eyes on involves driving over the whole route ahead of the

competitors.

And so to the end of my 62nd editorial, the one which will hopefully be my last as the editor of this fine magazine. Yep, as alluded to last month I will be stepping down at this month's AGM, and vacating it for another person who has some fresh ideas (and more time) to devote to this publication. Fear not though, because I will still be providing a page of nothing to this fine publication each month for the foreseeable future. I will also still be around the club as I will be available for nomination to other positions on the committee at the AGM. Come along and see which job (if any) I get.

Araviderci



GET YOUR TICKET TODAY

Available from all committee members

$35 Each

THE HAND OF KOD

(not as benevolent as the Hand of God)

Recent independent scientific tests have confirmed previous anecdotal evidence that the hand of Kod is a real and powerful force that may affect all Hibiscus Coast Motorsport Club members.

Previous anecdotal evidence suggested that any known member of Kod (Kiss of Death motorsport) only needed to place a hand (or foot) on a HCMC members competition vehicle of any age, sex or ability in order to render that vehicle inoperable or limited in its functions. The time between infection and symptoms was believed to be within one hour. Kod members are believed to be infectious for life.

To confirm that this was not a local phenomenon confined to north of the Bombay Hills, two members known not to have been previously infected by the hand of Kod took their vehicle to the Central North Island (Taumaranui and environs) under strictly controlled conditions and in pursuit of scientific knowledge gladly exposed their vehicle to four Kod members and known carriers of the disease, who had, for reasons of public safety during this experiment, isolated themselves from areas of major population.

Unfortunately for the experiment, the study vehicle was showing signs of sickness and exuding excessive liquids (an old dipstick with a new dipstick!) even before being exposed to the hands of Kod. Balance problems from an old wound also affecting the study vehicle. Concurrently in an attempt to improve the validity of the experiment a well handled Kod vehicle and known carrier of the disease was brought to the same area for the experiment. It too suffered from internal bleeding which severely hampered its potency. Or was this the affect of hand of Kod being re-laid on the vehicle some hour or so before??

The result of this experiment was that within 15 minutes and two kilometers of the hand of Kod being placed upon the study vehicle severe disability of the vehicle occurred preventing it from continuing. However the experiment must be repeated again as the pathologist has been unable to determine whether balance problems aggravated a previous injury and caused the disability or there was a immediate an demonstrated effect after infection by Kod.

But wait there's more! Kod members found a disabled vehicle at the side of the same road where the elderly English patient was crippled. After a prolonged laying of hands and rope on the elderly incapacitated German vehicle, it was revived and sent on its way in much improved health. However further experiments are required as those resistant or even healed by Kod appear to be members of a different race of car club and/or are of more elderly age group.

Thanks to Chris, Jeff, Lloyd and especially Dene?? for their assistance and taking part in the experiment.

The National Transportation Safety Board recently divulged they had funded a project with the US auto makers for the past five years. The NTSB covertly funded a project whereby the auto makers were installing black boxes in four wheel drive pickup trucks in an effort to determine, in fatal accidents, the circumstances in the last 15 seconds before the crash.

They were surprised to find in 49 of the 50 states the last words of drivers in 61.2% of fatal crashes were, "Oh, Shit!"

Only the state of Texas was different, where 89.3% of the final words were, "Hey Y'all, hold my beer and watch this!"

RALLY PORTUGAL 2000

LEG ONE

Subaru introduced the new evolution of the Impreza at Rally Portugal. The new version is said to be 90% new and Juha Kankkunen was joking during the shakedown test that the remaining 10% are the drivers.

The rally started on Thursday evening with a super special driven at Baltar kart track. Marcus Gronholm with the Peugeot 206 was fastest, but the differences were marginal, as expected. The real action started Friday morning with the Fafe stage that includes the perhaps most famous jump of the series. Colin McRae was fastest and took the lead with his team-mate Carlos Sainz second and Richard Burns third. The second stage of the day (SS3) was won by Burns with the new Impreza. McRae stayed in the lead, but only barely.

SS4 was won again by Burns, who moved into the lead with a nice margin of 20 secs. Sainz was still second, but behind him the time differences were really small. McRae suffered from steering problems and dropped to 4th behind Marcus Gronholm on 3rd place. Early surprises were been Harri Rovanpera, the former Seat driver who entered the rally with a private Grifone Toyota and is 5th after SS4, and Kenneth Eriksson with the Hyundai, who was keeping up with the pace in 8th position.

First retirees were Juha Kankkunen who had an off on SS4 and damaged the suspension of his Subaru and Hyundai driver Alister McRae, retiring with technical problems. Tommi Mäkinen is struggling with problems and has lost already a minute to the leaders.

The three morning stages were run again in the afternoon so SS5 was again at Fafe. McRae was fastest and took back the 2nd position. Sainz and Delecour lost time with problems on stage 7. Burns was charging and extended his lead to 40 secs. Makinen also had found the speed and was running in 8th place at the same speed as the leaders. Gronholm and McRae were now battling over the 2nd place and 20 secs behind them there were five drivers fighting each other within ten seconds.

Burns developed a power steering problem on SS 8 and lost 15 secs to Gronholm who won the stage. Burns' problems continued on SS9 and Gronholm moved into the lead. Makinen hit a tree and retired with damged suspension. Also McRae was forced to retire because of blown engine. Rovanpera was now superbly in third place, followed by Sainz and Auriol. 6th was Norwegian Ford driver Petter Solberg.

On SS10 Burns again lost half a minute to Gronholm and dropped to 3th position behind stage winner Sainz. Rovanpera lost a position and continues 4th 13 secs behind Sainz. Solberg is battling with Auriol and took 5th place from the Frenchman. The short Lousada super special finished the eventful day with no further drama.

LEG TWO

Marcus Gronholm now had the task of sweeping the road from the slippery loose dust as the first car on the road. On leg one this had cost tens of seconds for Tommi Makinen prior to his retirement. As expected, Richard Burns started a mighty charge right from the morning. On the first stage of the day, SS12, Burns was 19 seconds faster than Gronholm and moved into second position in front of Sainz. On SS13 Burns was again fastest and cut Gronholm's margin to 16 secs. After SS14 the gap is 11.4 seconds.

Sainz was still third, almost 40 secs behind the leader. Behind Sainz, Petter Solberg made good progress first by passing Auriol as the Frenchman dropped with problems and then taking the 4th spot from Harri Rovanpera on SS14. As Auriol dropped, Delecour took the final points scoring position. Hyundai's Kenneth Eriksson retired with clutch failure, but showed the potential of the new Hyundai Accent WRC by keeping up with the leading teams until the problems.

Burns continued to eat away Gronholm's advantage stage by stage. After stage 15 the mar-

gin was 6.6 secs, after stage 16 1.2 secs, and finally on SS17 Burns was 11.2 secs faster and took the lead by ten seconds. Solberg was fighting with Rovanperä to keep his 4th spot. On SS18 Burns was one second faster than Gronholm. Solberg spun and Rovanpera moved into 4th.

On SS19 Gronholm's disadvantage of driving first on the road became an advantage. The rally timetable was running an hour late, and dusk was falling. This meant that Burns suffered fom the dust that was left hanging in the air by Gronholm's Peugeot and the Brit had to slow down in places to keep it on the road. Gronholm was 14.6 secs faster and in the lead again. Petter Solberg regrettably retired from the event that was going so well for him with a clutch failure.

On the final stage of the day Gronholm was again fastest and starts the final leg of three stages in a lead of 14.6 seconds. Sainz broke the steering rod on SS20 but remained in third place.

LEG THREE

There were only three stages and 60 stage kilometres left for the final day of Rally Portugal but the situation was exciting. Marcus Gronholm was in the lead by 14.6 seconds but Subaru's Richard Burns had been faster almost all through the rally. On first of the day's stages, SS21, Burns started his attack again and cut Gronholm's margin down to 2.1 seconds. Behind the leading duo the positions seemed quite settled and there were no major fights.

On SS 22 Burns took the lead but only by 1.7 secs, so it was down to the final stage, and it was Richard Burns that was fastest on the decisive stage and took the win of Rally Portugal by 6.5 seconds. The new Subaru was quick from the word go and Burns certainly deserved his second victory in a row. Peugeot's Marcus Gronholm finished second after putting on a great fight; the farmer from southern Finland is this year truly joining the league of established rally stars.

Carlos Sainz took a secure third place in the rally, there was nothing much he could do. Harri Rovanpera's 4th spot is a notable performance with a privately entered and slightly outdated Toyota. Almost all drivers had some problems and there were lots of retirees. Francois Delecour had some problems, too, but finished reliably 5th. Young Estonian driver Markko Martin again had a very good result finishing 6th among the works drivers with a Toyota similar to Rovanpera's. Martin might very well be the first Baltic driver to drive in a works team in the not-so-distant future. Skoda's Armin Schwarz tried, unsuccesfully, to catch Freddy Loix in 7th place during the final day. Both scored manufacturer points, though, as the Toyotas finishing in front of them are not competing in the series.

WANTED TO BUY

13 x 5½ or 13 x6 Cheviot Turbos or similar to fit Ford Sierra / Escort.

Phone Colin ph Colin wk 307-7422 hm 418-3135

RALLY CATALUNYA 2000

LEG ONE

With a tight schedule the teams continued from Portugal to Catalunya for the first pure tarmac rally of the season. Peugeot renewed their equipment with new engines hoping to match the Subarus which seemed to have gained a performance advantage in Portugal. At Mitsubishi, the pressures seem to be adding up and rumours of Freddy Loix being close to getting sacked are flying high.

Subaru's Richard Burns was fastest on the first stage in rainy conditions. His team-mate Juha Kankkunen was again unlucky as alternator problems caused him to arrive 13 minutes late at the time control prior to the stage and he got a two minute penalty. Francois Delecour was second with the Peugeot, four secs behind Burns.

On the second stage Burns was again fastest, extending his lead to 11.5 secs. Ford's Colin McRae moved past Delecour into the second spot. SS3 was won by McRae's team-mate Carlos Sainz, who then took the third position. Delecour was now 4th, followed by Tommi Makinen and Marcus Gronholm, who had started his first Rally Catalunya nicely.

Burns made a blinding time on SS 4 and increased his lead to almost 24 secs. Makinen also was on the move and passed Delecour. Markko Martin with the privately entered Toyota was again very fast, he had taken the 7th position among all the works drivers. The hard rain had now seized but the roads were treacherous with slippery patches of mud on corners.

On SS5 Burns lost the 12 secs he gained on the previous stage as McRae cut the margin to 13.8 secs. Makinen was now only 0.3 secs behind Sainz. The stage was won, quite surprisingly, by Skoda's Armin Schwartz, who rose to 8th place. Gilles Panizzi, who had turbo problems in the morning was now charging and passed Martin.

The final stage of the day, SS6, was won by McRae and Burns' overnight lead was shrunk to 8 secs. Sainz and Makinen, still fighting hard with each other, also were faster than Burns. Panizzi was second fastest on the stage and closed on his team-mates. The Peugeots of Delecour, Gronholm and Panizzi start the second leg within 7 seconds in 5th, 6th and 7th position, respectively. Gronholm's performance was again notable; he is competing in his first Rally Catalunya as Peugeot's third driver not eligible for manufacturer points, with the older version of the 206.

LEG TWO

The conditions were dry on Saturday and this meant that the performance of the Subarus' Pirelli tires was questionnable. On the first stage of the day, the 45 kilometre Gratallops (SS7), Richard Burns was 18 seconds slower than Colin McRae, who moved into the lead by 10 secs. This wasn't because of tires, though, as Burns reportedly had some gearbox problems. The Peugeots of Delecour and Panizzi were also up to speed and pulled a gap on Marcus Gronholm who didn't know the twists and turns of the demanding stage so well.

Burns' gears were sorted out at the service and on SS8 he stroke back, shrinking McRae's lead to only 3.3 secs. Tommi Makinen won the stage and closed in on Sainz a bit. The Peugeots were slightly out of pace and had their own competition almost a minute behind the leaders.

The Gratallops stage was driven again as stage 9. McRae was slighly faster than Burns, the gap was now 7.5 secs. Sainz and Makinen were also faster than the Subaru driver so the fight on the top was as tight as ever. Delecour lost 30 seconds on the stage with a gearbox problem and dropped behind Panizzi and Gronholm. Behind them, Freddy Loix and Didier Auriol had passed Schwartz and Martin into positions 7 and 8. Juha Kankkunen, already very far from the leaders, had an off, but went on, 12 minutes behind McRae.

Sainz was fastest on stage 10, he was only 13.8 secs behind leader McRae. Burns was now 6.7 secs behind. On the final stage of the day (SS11) Sainz won again and Burns was again

slightly faster than the leader, so top three drivers start the final leg in a thrilling setting. McRae is still in the lead, with Burns 4.3 secs behind and Sainz further five seconds away. Makinen had braking problems on the final stage and was now 35 secs off the pace.

Panizzi steered away from his team-mates by more than half a minute. Gronholm managed to keep Delecour behind as the Frenchman had minor problems. Toni Gardemeister retired from 13th place on SS11. Martin and Schwartz were fighting for the 10th place, their time difference was only 0.5 secs.

LEG THREE

There were still four stages reserved for the final day, two stages to be run twice, to be exact. On the liaison section before the first stage of the day Colin McRae had a clutch problem and fixing it took a litle more than 10 minutes which was the allowed time for service, so McRae picked up a ten second penalty. To make that up, he was fastest on the stage, but his competitors Burns and Sainz were not far back, and the gaps were closed to 1.3 secs to Burns and 7.7 secs to Sainz. Francois Delecour passed his team-mate Marcus Gronholm in 6th place, as expected. Didier Auriol dropped to 12th place with problems.

On SS13 the situation in the front became even more thrilling. Tommi Makinen was fastest and continued in 4th place, 31 secs behind the leader. Burns and Sainz were marginally faster than McRae, the differences within the top three were now virtually nothing, 1.1 secs and 5.5 secs, respectively. Outside the points scoring positions, the result list was alive all the time. After SS13 Andrea Navarra with his private Toyota passed Skoda's Armin Schwartz for the 9th place.

On the penultimate stage, SS14, McRae was fastest, just as he had been in the morning on the same stage, and Burns was now 5.9 secs behind the Scot. Sainz was five seconds slower and his margin widened to 11 secs. Francois Delecour got stuck in third gear and lost almost a minute and a half. This meant that Gronholm was back in the 6th spot.

As if to show how competitive the WRC is, the two front runners, McRae and Burns, posted exactly the same times for the final stage of the rally. So, Colin McRae took his first victory since Portugal last year and must be relieved to see the long spell of bad luck and errors finally end. For Richard Burns, second place is not bad at all in his challenge to take the championship this year. Carlos Sainz came close, but not quite enough to beat his rivals at his home event. Tommi Makinen took a solid 4th place after some problems.

Panizzi, still an asphalt specialist, really got into speed on the dry surface on Saturday and Sunday, and was fastest of the Peugeot drivers. On the final liaison Panizzi stopped and deliberately took a one minute penalty to give Gronholm the fifth position and two championship points. Thus Peugeot maximized their points from the event as Panizzi is not seriously competing in the drivers' championship. As Gronholm didn't count in the manufacturer points, Panizzi and Delecour got three points for the team by finishing 6th and 7th.

Freddy Loix was 8th after some problems, and the best privateer Toyotas of Andrea Navarra and Markko Martin again finished in front of some works drivers. Especially Martin, not very experienced on asphalt surfaces, showed again good speed. The Skodas and particularly Seats again had all too many problems. Seat clearly has the potential to be fast, but they really have to develop their reliability to be competitive.

TECHNOFILE–LANCIA RALLYE 037

The Lancia 037 was made to win the world rally championship and was very successful in this area. The basic body was taken from a Lancia Montecarlo and modified to take the enlarged engine and stiffened for rallying.

The resulting machine was a 205bhp 1170kg race machine.

Technical Information

Drive Train	2WD Rear
Gearbox	ZF DS25/2 5 speed transaxle, full synchromesh (as used in Ford GT40, de Tomaso Panterra etc)
Gear ratios	2.417/1.611/1.136/0.846/0.704 reverse 2.867
Final Drive	5.25:1
Engine	4 cylinder in-line, 16V, 2 OHC (as used on the FIAT Abarth 131 Mirafiori) Dry sump lubrication
Bore	84mm
Stroke	90mm
Capacity	1995 cc
Compression ratio	7.5:1
Induction	Roots type supercharger, single Weber 40DCN
BHP	205 @7000rpm
Torque	23.8 kgfm 170.17 ft lb @5000rpm
Wheels	8 x 16 front, 9 x 16 rear
Tyres	Pirelli P7 205/55/16 front, 225/50/16 rear
Dimensions	3915mm long, 1850mm wide, 1245mm high
Wheelbase	2440mm
Track front/rear	1508 mm/1490 mm
Weight	1170 kg
Top speed	137 mph
Acceleration (0-60 mph)	7 seconds

Further refinements

There were some technical changes made to the cars for the Group B rally format. The 21 cars built in April 1982 had 260bhp @7000rpm and had a reduced weight of 1020kg.

Further changes were made in August 1982 when 21 Group B Evolutione cars were built. The supercharger was replaced with a 3 port Roots type supercharger, and Bosch-Kugelfischer mechanical fuel injection was introduced from October 1982. Water injection (to reduce inlet temperatures and improve reliability) was also introduced. This increased the power to 305bhp @8000rpm and torque to 30 kgfm/215 ft lb @5000rpm. The final weight was 960 kg

Yet more changes were introduced for 17 cars built between 1984 and 1986. The Group B Evolution 2 had the following engine configuration:

Bore	85mm
Stroke	93mm
Capacity	2111cc
Power	325bhp @8000rpm (0.9 bar boost)
Torque	32 kgfm 228 ft lb @5000rpm

At some point the gearbox was fitted with straight cut close ratio gears with dog clutches - rather like a Hewland. A wide variety of gear ratios and final drive ratios were homologated, but the standard ratios were: 2.31/1.61/1.30/1.125/1.00 with either a 4.88 or 5.25 final drive.

A wide range of wheels and tyres were used for rallying. 16" diameter front wheel were always used, 3 piece for tarmac and one piece for tougher stages. At the rear, 18" diameter wheels were tried on the Evolution cars for some events, but mostly 16" diameter 3 piece and one piece wheels were used. Tyres were always Pirelli on the works cars, the P7 Corsa in various widths, patterns and compounds for tarmac use, and mainly SG35 off-road pattern tyres in 3 compounds and various widths for loose stages. I have also seen photographs of the competition cars on CN36 road pattern and MS35 'mud and slush' pattern tyres. On ice they used a narrow studded tyre known as a Hakka.



Some of our newer members may not realise it, but HCMC has its very own Internet website, kindly hosted by the very fine people at Auckland Software.

hcmc.net

On the HCMC website you will find updates between issues of the magazine so that you can always stay up-to-date with what is happening in the world of HCMC. Also find out about some of the vehicles our members own and view photos from the past and present. All the important stuff from the current magazine (such as jokes etc) are there, along with results going right back to 1991.

And if you haven't been to the site for a while it could pay to make another visit – HCMC Net has recently had a drastic facelift and now has more than ever.

Give us a visit at: **http://www.aksoft.co.nz/HCMC**

KNOW YOUR BRAKES

OK, let's admit it. Brakes are not glamourous, they're not exciting. For the average motorist they're not even interesting.

They are something which comes to mind only when things go wrong.

Yet the braking system remains the most important safety device on your car, and a little bit of knowledge on the subject could save you more than a few thousand dollars in expensive panel damage.

It could save your life!

With this in mind, here are ten things that every motorist should know about brakes.

1. Even in the finest car, with ABS antilock brakes and top grade tyres, it's going to take you around 45 metres to stop from 100km/h. To put that in sobering context, you will cover half the length of a football field between hitting the brakes and coming to a complete stop. Hesitate for, say, a second and a half before applying the brakes and you'll add another 42 metres to the total. When there are pedestrians, walls and other cars about, every single metre counts, so the importance of having your braking system working at peak efficiency cannot be overstated.

2. Regular maintenance is not only the best policy, it's cheaper in the long run. Brake pads, for example, are the sheets of 'grippy' material which rub against a drum or disc rotor in order to create friction and bring the car to a stop. If you specify 'cheap and nasty' pads or let any pads - good or bad - wear completely down, not only may you suddenly find yourself with no brakes, you'll almost certainly cause expensive damage to other parts of the braking system.

3. Monitor your brakes! Take note of changes: of pulsing, grabbing, vibration, noises, a 'soft' pedal or any reduction in performance. Catching a problem early will save you money - and could prevent an accident. It's good to occasionally drive someone else's car to ensure your own vehicle's braking performance hasn't deteriorated slowly without you noticing it.

4. Don't overlook the hydraulic system, a network of fluid-filled pipes which carry to each wheel the braking power you apply with your foot. Under the bonnet you'll find a small clear plastic brake fluid reservoir with a high and low mark. Keep an eye on it (at those times when you check the oil level and the windscreen washer bottle, for example) and top up when necessary. Also make sure you have the fluid completely replaced at the intervals recommended in the owner's handbook. Brake fluid absorbs moisture. In time it will become less effective, corrosive and even liable to boil, causing total brake failure.

5. Most cars on the road today have disc brakes on the front and the majority of new cars have a 'four-wheel disc' set-up. In a disc brake system a rotor (a round grey metal plate) is squeezed by a caliper a little like the one which grabs the rims on a bicycle. Disc brakes are more powerful and offer more consistent stopping power than the older-style 'drums'. But don't be worried about cars with drum brakes on the rear. As most of a car's weight is thrown forwards during a heavy stop, the front brakes do 60 per cent or more of the work. In most situations a good drum set-up is entirely adequate at the rear but it must be regularly checked and properly maintained.

6. To work effectively, a disc rotor must be smooth and true. If it becomes scored or 'out of round', it is necessary have the rotor machined, which involves a technician scraping off the surface layer of metal. This is neither difficult nor particularly expensive. However, the more times a disc is machined, the less effective it becomes and the more prone to warping, cracking and failure. Top quality disc rotors have a 'minimum thickness' stamped on them and it is important (indeed it is a legal requirement) to make sure your brake specialist or car dealer immediately replaces any rotor which has reached 'minimum thickness'.

COMING EVENTS

April 30, 2000
HCMC Working Bee, Pebblebrook, starting at 8:30am sharp. Some tools will be provided, but if possible BYO shovels, machetes etc. Work to be done is general maintenance on the road (cutting back scrub etc) and hardening up the start/finish areas. To be followed by…

April 30, 2000
HCMC Autocross, Bayers Farm. Entries from 12:30pm onwards, entries free for those who help at the Working Bee, $20 for those who do not. *Note: this event will not commence until the Working Bee has been completed at Pebblebrook, so the more helpers we get at the working bee the earlier it will be finished and the more time we will have for skids in the afternoon.*

May 3, 2000
Committee Night. Attention all newly elected committee members, this is your first meeting of the club year, and you are expected to attend. Meeting starts 7:30pm, to be held at 6 Mowbray Pl, Sunnynook.

May 14, 2000
PCC Rallysprint, Woolf Mufflers & Porterhouse Blue Restaurant Series Round 2, Waikorea Valley Rd, Naike. This is a real neat piece of road (ask Keith White) and is well worth doing. Regs available soon from the secretary

May 17, 2000
Clubnight, at the clubrooms. This month is a night for pyromaniacs! We have a representative from Wormald coming along to talk about fire extinguishers. Included will be a practical display of how to extinguish a fire. Fire extinguisher checks will also be performed at a lower than usual cost. Come along and bring our fire extinguishers, 7:30pm at the Hot Rod Clubrooms, Hillside Rd, Glenfiels.

May 20, 2000
HCMC Prizegiving, Fairway Lodge, Glenfield. This is the evening where we reward those competitors who have excelled in the past competition year. Tickets are $35 each and are available from all committee members from Clubnight onwards.

May 21, 2000

HCMC Motorkhana, Pebblebrook Quarry. Documentation from 9:30am, event starts at 10:30am, entries $10. The perfect reason to get out of bed after the Prizegiving!

June 18, 2000
TVCC Rallysprint, Woolf Mufflers & Porterhouse Blue Restaurant Series Round 3, Tairua Forest, Whakatane.

June 25, 2000
SACC Bentsprint, East Tamaki. This event is around some streets in an industrial estate and is tarmac – this event counts for HCMC points.

July 9, 2000
ACC Rallysprint, Woolf Mufflers & Porterhouse Blue Restaurant Series Round 4, Pukekohe Race Circuit.

July 23, 2000
HCMC Autocross, Pebblebrook Quarry.

August 13, 2000
HCMC Rallysprint, Woolf Mufflers & Porterhouse Blue Restaurant Series Round 5. The new current plans are to hold this event in Maramarua. As always we will be looking for helpers to assist in running the day, so if you can help please contact a committee member.

August 27, 2000
HCMC Gimmick Trial, plotted by Chris Subritzky.

September 3, 2000
NCC Rallysprint, Woolf Mufflers & Porterhouse Blue Restaurant Series Round 6, Ruarangi Rd, Oakleigh. This is another grouse piece of road and is well worth the effort to get to.

September 17, 2000
HCMC Bentsprint, Pebblebrook Quarry (up and down)

October 7, 2000
TVCC Hillclimb, Interclub Series Round 1, Waiti Rd, Tahuna.

Always listen out for cancellation of events on the 1ZB cancellation service, whether the weather is wet or dry. Dogs and Alcohol are prohibited from event venues

7. When they are working properly, all brake pads, disc rotors and drums will suffer wear. Beware those that seem to last forever - they can't be doing their job properly. But how long should brake pads, for example, last? That's a difficult question - it could be anything from 20,000km to 60,000km depending on the vehicle design, vehicle weight and, most of all, your driving habits. What we can say for sure is that the best way to increase your servicing costs is to scream up to red lights and thump the brakes. Being smooth and gentle is cheaper - and not necessarily any slower.

8. ABS antilock brakes prevent skidding, thereby helping keep you in control. But caution is required: ABS does not make your car 'uncrashable' (any more than an airbag will make you indestructible), nor will ABS enable the car to stop in a shorter distance than physics allow. And, of course, cars with ABS require no less attention to normal brake system maintenance.

9. Beware the back-yarder! For all the reasons listed above, your brake system is not the place to cut corners. Good brakes need good pads, high quality brake fluid, good rotors or drums and a first rate technician to bring all the various mini-systems together into one effective combination.

10. Lastly, remember that brakes work only as well as the person operating them. Be alert, drive defensively and allow plenty of space between yourself and the car travelling ahead. These are ingredients for safe, happy motoring...



DRIVING IN FRANCE

Ten things that tell you that you can only be driving in one country: France.

1. THE driver in the nearside lane has doubled his speed to stop you making a lane-change that would not have affected his progress in any way. He throws an empty cigarette packet out the window as he wedges into the closing gap.
2. THE driver on your right swings across three lanes under brakes so as to be able to park at an angle across a pedestrian crossing next to a pre-school. The person in question ends up with one wheel on the road, one on the footpath, one in the curbside flower garden and the other halfway up the boot of a Porsche which has taken the spot in front at an equally obtuse angle.
3. THE crumbling Peugeot van in front of you accelerates briskly and swerves towards the footpath to remind pedestrians that taking advantage of the green 'WALK' sign is not a right but a rarely granted privilege. Meanwhile a 15-year-old, unhelmeted moped pilot has mounted the footpath and is gallantly trying to round up the hapless pedestrians from the other side.
4. THE Motorway Foodstop has a sign apologising that the Highway Act prohibits it from selling any alcohol stronger than 18 per cent. However, there is a choice of six beers and ten types of wine.
5. THE nose of the motorcycle starts to turn white as it appears from nowhere in your rear-view mirror then overtakes you in a nanosecond. The unhelmeted rider and his two passengers ash their cigarettes on your car as they pass.
6. THE other cars arrive at the ten-lane roundabout in third gear under full acceleration, seemingly safe in the knowledge that this particular roundabout is one of the few left in Paris with the give-way-to-the-right law still in force. Those already on the roundabout resist backing off, assuming that at least some of those arriving may be susceptible to bluff. Somehow, with scarcely any loss of paint, the traffic darts from side to side like a school of tropical fish in the presence of a shark.
7. THE driver parked opposite you returns to find a parking ticket on his windscreen. He whacks on the wipers, thereby flicking the ticket onto the road, then removes his car from the median strip, without signalling, in the face of 90km/h traffic.
8. THE car in the lane next to you is one third the length of yours, driven by an unlicensed driver and belching plumes of black smoke. This tiny-engined, two-seater box on wheels is what the French derisively call a 'pot du yaourt' (pot of yoghurt) but which authorities allow through some odd quirk in the road rules. Until a couple of years ago these 'pots du yaourt' did not require a registration plate, meaning they could - and did - park with impunity in even more extreme places than normal French motorists.
9. THE traffic in front has stopped but the person directly behind you is blowing le horn. You decide to blow your own horn, as loudly and as often as possible, at the car in front. As long as the occupants are French, they'll know that it's nothing personal and will pass on the same message to the car in front. And so on.
10. THE pulse races, the eyes widen and you suddenly realise that THIS IS FUN. For all the apparent aggression, the standard of driving in France is very high and the whole thing has the appearance of a huge game. Yes, there's lots of hand-signals and blowing of horns and some wild manoeuvres, but no-one seems to be getting genuinely upset and it is amazing how rarely cars actually touch (except when they are being hammered into parking spots). Unfortunately, however, you can't play the game with a vehicle to which you are attached, or one which you plan to pass on to the kids. The frenetic pace of French traffic is famously hard on cars - and can't be too good for the environment either. In fact, there's a theory that Paris air is cleaner if you inhale it via a Gauloise cigarette.

CARTOON LAWS OF PHYSICS

Cartoon Law I
Any body suspended in space will remain in space until made aware of its situation.

Daffy Duck steps off a cliff, expecting further pastureland. He loiters in midair, soliloquising flippantly, until he chances to look down. At this point, the familiar principle of 32 feet per second per second takes over.

Cartoon Law II
Any body in motion will tend to remain in motion until solid matter intervenes suddenly.

Whether shot from a cannon or in hot pursuit on foot, cartoon characters are so absolute in their momentum that only a telephone pole or an outsize boulder retards their forward motion absolutely. Sir Isaac Newton called this sudden termination of motion the stooge's surcease.

Cartoon Law III
Any body passing through solid matter will leave a perforation conforming to its perimeter.

Also called the silhouette of passage, this phenomenon is the speciality of victims of directed-pressure explosions and of reckless cowards who are so eager to escape that they exit directly through the wall of a house, leaving a cookie-cutout-perfect hole. The threat of skunks or matrimony often catalyses this reaction.

Cartoon Law IV
The time required for an object to fall twenty stories is greater than or equal to the time it takes for whoever knocked it off the ledge to spiral down twenty flights to attempt to capture it unbroken.

Such an object is inevitably priceless, the attempt to capture it inevitably unsuccessful.

Cartoon Law V
All principles of gravity are negated by fear.

Psychic forces are sufficient in most bodies for a shock to propel them directly away from the earth's surface. A spooky noise or an adversary's signature sound will induce motion upward, usually to the cradle of a chandelier, a treetop, or the crest of a flagpole. The feet of a character who is running or the wheels of a speeding auto need never touch the ground, especially when in flight.

Cartoon Law VI
As speed increases, objects can be in several places at once.

This is particularly true of tooth-and-claw fights, in which a character's head may be glimpsed emerging from the cloud of altercation at several places simultaneously. This effect is common as well among bodies that are spinning or being throttled. A `wacky' character has the option of self- replication only at manic high speeds and may ricochet off walls to achieve the velocity required.

Cartoon Law VII
Certain bodies can pass through solid walls painted to resemble tunnel entrances; others cannot.

This trompe l'oeil inconsistency has baffled generations, but at least it is known that whoever paints an entrance on a wall's surface to trick an opponent will be unable to pursue him into this theoretical space. The painter is flattened against the wall when he attempts to follow into the painting.

This is ultimately a problem of art, not of science.

Cartoon Law VIII
Any violent rearrangement of feline matter is impermanent.

Cartoon cats possess even more deaths than the traditional nine lives might comfortably afford. They can be decimated, spliced, splayed, accordion-pleated, spindled, or disassembled, but they cannot be destroyed. After a few moments of blinking self pity, they reinflate, elongate, snap back, or solidify.

Corollary: A cat will assume the shape of its container.

Cartoon Law IX
Everything falls faster than an anvil.

Cartoon Law X
For every vengeance there is an equal and opposite revengeance.

This is the one law of animated cartoon motion that also applies to the physical world at large. For that reason, we need the relief of watching it happen to a duck instead.

Cartoon Law Amendment A
A sharp object will always propel a character upward.

When poked (usually in the buttocks) with a sharp object (usually a pin), a character will defy gravity by shooting straight up, with great velocity.

Cartoon Law Amendment B
The laws of object permanence are nullified for "cool" characters.

Characters who are intended to be "cool" can make previously nonexistent objects appear from behind their backs at will. For instance, the Road Runner can materialize signs to express himself without speaking.

Cartoon Law Amendment C
Explosive weapons cannot cause fatal injuries.

They merely turn characters temporarily black and smoky.

Cartoon Law Amendment D
Gravity is transmitted by slow-moving waves of large wavelengths.

Their operation can be witnessed by observing the behaviour of a canine suspended over a large vertical drop. Its feet will begin to fall first, causing its legs to stretch. As the wave reaches its torso, that part will begin to fall, causing the neck to stretch. As the head begins to fall, tension is released and the canine will resume its regular proportions until such time as it strikes the ground.

Cartoon Law Amendment E
Dynamite is spontaneously generated in "C-spaces" (spaces in which cartoon laws hold).

The process is analogous to steady-state theories of the universe which postulated that the tensions involved in maintaining a space would cause the creation of hydrogen from nothing. Dynamite quanta are quite large (stick sized) and unstable (lit). Such quanta are attracted to psychic forces generated by feelings of distress in "cool" characters (see Amendment B, which may be a special case of this law), who are able to use said quanta to their advantage. One may imagine C-spaces where all matter and energy result from primal masses of dynamite exploding. A big bang indeed.

RESULTS

GARRY'S APRIL CLUBNIGHT CRUISE

	Qtns	Time (Mins)	Overall	Ladies
Dale Crossley & Gillian Ives	25	52	1 / 1	- / 1
Brian Stubbs & Karen Stubbs	22	64	2 / 2	- / 2
Richard Hulbert & John Borowski	20	54	3 / 3	- / -
Micheal Sheehan & Peter Bielby	19	53	4 / 4	- / -
Jeni Langdon & Leo Pendrick	19	74	5 / 5	1 / -
Linda Rubie & Don Rubie	18	61	6 / 6	2 / -
Norman & Sam Stubbs	11	74	- / 7	- / -

Organisers:

Garry Trayes
Chris Subritzky
Nicola Ives
James Rubie

SIGNsation

SIGNS

Sign Boards — Interior & Exterior
Banners — Vehicles & Boats
Illuminated Signs — Corporate Signage
Computerised Self — Adhesive Lettering
COMPETITION CARS

"Quality and Service"

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Auckland Car Club Motorkhana Results 12/03/00

Venue : Te Rangi Heroa Reserve, Glen Rd, Massey

Name	Club	Car	Run 1	Run 2	Run 3	Run 4	Total	Ov	Clb	Cl	Pr	Ly	Jr
0-1000cc													
Chris Subritzky	HCMC	Starlet	00:26.14	00:30.17	00:29.45	00:41.36	00:02:07.12	4	9	1	3		
Tony Major	HCMC	Starlet	00:32.71	00:41.59	00:30.45	00:43.69	00:02:28.44	9	26	2	5		
1001-1300cc													
Dale Crossley	HCMC	Starlet	00:21.09	00:27.99	00:27.91	00:41.27	00:01:58.26	1	2	1	1		
Brian Stubbs	HCMC	Starlet	00:25.55	00:30.41	00:27.68	00:39.67	00:02:03.31	2	4	2			
Jeff Harlick	HCMC	Starlet	00:25.41	00:30.83	00:27.81	00:40.79	00:02:04.84	3	7	3	2		
Daniel Hawes	HCMC	Datsun	00:25.27	00:31.97	00:30.85	00:44.28	00:02:12.37	7	18	4			
Jeff Torkington	HCMC	Barina	00:26.32	00:43.17	00:29.61	00:42.17	00:02:21.27	8	24	5	4		
Nick Navoy	ACC	Corolla	00:28.97	00:31.26	00:35.25	00:52.93	00:02:28.41	-	25	6			
Dylan Davey	ACC	Corolla	00:25.32	00:37.58	00:33.15	00:53.36	00:02:29.41	-	27	7			
Dee Harlick	HCMC	Starlet	00:33.67	00:45.83	00:35.68	00:47.69	00:02:42.87	10	29	8	6	1	
Karen Stubbs	HCMC	Starlet	00:35.74	00:55.34	00:30.43	00:45.74	00:02:47.25	11	31	9		2	
Paul Torkington	HCMC	Barina	00:43.34	01:03.38	00:36.32	00:53.87	00:03:16.91	12	34	10	7		1
Nicola Ives	HCMC	Barina	00:55.27	01:18.48	00:44.93	00:58.37	00:03:57.05	14	36	11	8	3	
1301-1600cc													
Martin Day	ACC	MR2	00:21.40	00:29.59	00:27.41	00:38.76	00:01:57.16	-	1	1			
David Everett	ACC	Starlet	00:25.12	00:30.25	00:28.61	00:42.97	00:02:06.95	-	8	2			
Fletcher Blades	ACC	MX5	00:24.90	00:30.98	00:28.98	00:45.62	00:02:10.48	-	13	3			
Phil Cole	ACC	Starlet	00:24.13	00:30.89	00:31.14	00:45.25	00:02:11.41	-	15	4			
Brett Havill	ACC	MX5	00:25.34	00:29.14	00:30.63	00:47.09	00:02:12.20	-	17	5			
John Riddell	ACC	MR2	00:26.40	00:39.49	00:29.45	00:41.82	00:02:17.16	-	22	6			
Jess Darlington	ACC	Starlet	00:26.84	00:36.14	00:29.03	00:47.66	00:02:19.67	-	23	7			
Damien Ellis	ECC	Escort	00:32.98	00:42.77	00:32.20	00:55.19	00:02:43.14	-	30	8			
Geraldine Wreth	ACC	MR2	00:40.28	00:59.81	00:37.41	00:54.59	00:03:12.09	-	33	9			
John Harvey	ECC	Escort	03:20.00	03:20.00	00:29.20	00:42.49	00:07:51.69	-	37	10			

1601-2000cc

Don Rubie	HCMC	Escort	00:26.34	00:29.81	00:29.39	00:43.45	00:02:08.99	5	10	1	
Mike Catty	ACC	Integra	00:26.15	00:32.57	00:29.19	00:41.97	00:02:09.88	-	11	2	
Garry Trayes	HCMC	Escort	00:24.98	00:34.38	00:28.18	00:42.54	00:02:10.08	6	12	3	
James Rubie	HCMC	Escort	00:55.68	01:09.47	00:34.88	00:52.65	00:03:32.68	13	35	4	2

2001cc & Over

Paul Bradley	ACC	BMW	00:25.56	00:28.23	00:28.22	00:40.40	00:02:02.41	-	3	1	
Mark Tapper	ACC	Impreza	00:22.01	00:29.53	00:27.84	00:44.12	00:02:03.50	-	5	2	
Jerome Tapper	ACC	Impreza	00:23.20	00:30.96	00:27.43	00:42.55	00:02:04.14	-	6	3	
Scott Polkinghorne	ACC	Legacy	00:24.48	00:32.35	00:28.90	00:45.04	00:02:10.77	-	14	4	
Mike Lust	ACC	Impreza	00:25.88	00:31.33	00:29.66	00:44.83	00:02:11.70	-	16	5	
Michael Clothier	ACC	WRX	00:25.60	00:34.97	00:31.13	00:41.19	00:02:12.89	-	19	6	
Barry Burton	ACC	Skyline	00:27.04	00:29.89	00:28.03	00:48.67	00:02:13.63	-	20	7	
Nick Sundberg	ACC	Accord	00:24.13	00:37.52	00:29.51	00:43.73	00:02:14.89	-	21	8	
Ken Worsley	ACC	RX7	00:28.24	00:40.87	00:37.00	00:53.67	00:02:39.78	-	28	9	
Tom Macaroy	ACC	BMW	00:29.02	00:43.40	00:32.58	01:09.04	00:02:54.04	-	32	10	

Directly to the Mailbox

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Someone once asked me, "if you could be any person in the world, who would it be?" To which I responded without hesitation, "my eleven-year-old son."
My boy's life is one where the less pleasant elements of reality rarely intrude. His eyes unfocused, his mouth emitting sound effects, he drifts around in serene oblivion, almost never concerned about anything.

Last Saturday I interrupted his reverie and asked him to check to see if the mail had arrived. He responded agreeably enough, though it took several reminders before he actually was out the door. I went to the window to observe his progress. He made a strong start, striding purposefully toward the mailbox at the end of our driveway. Then something caught his eye and he stopped, frowning. He bent over and picked it up: a stick. It fit into his hand like a Colt pistol, and he swiveled, eyeing the trees for enemies. He spotted a couple and dove for cover, firing as he rolled. Airplanes swooped down and he switched to ground-to-air mode, jubilating when the missiles hit their targets. He spoke into his radio and did something to his forehead, probably putting on his night vision goggles. I lost sight of him as he snaked around the corner of the house.

Half an hour later he tromped in, exuberant over his military victory. I stopped him in the hallway. "Did you get the mail?"

He stared at me blankly, and I wondered whether he even knew who I was. "You were going out to get the mail," I reminded him.

His focus cleared. "Oh, yeah."

"Did you get it?"

His expression indicated he wasn't sure.

"Why don't you try again," I suggested.

Back out the door. I winced as he glanced at a tree branch, but he didn't appear tempted. His eyes acquired radar lock on the mailbox, and I sighed in relief.

Lying next to the mailbox was a football which had drifted there at the end of a neighborhood game a few weeks ago. He scooped the ball up in his arms and swerved, dodging tackles. Touchdown! I put my hands on my hips and watched him toss the ball into the air, calling for a fair catch. First down. He took the ball, fading back, out of the pocket and in trouble. I shook my head as I was treated to the spectacle of my son sacking himself for an eight-yard loss. He jumped up and shook his finger, urging his blockers to stop the blitz. They seemed to heed his admonitions on the next play he rolled left and threw right, a fantastic pass which found him wide open thirty yards downfield. He trotted into the end zone and gave the crowd a mile-high salute.

When I checked back at half-time to see who was winning, mankind was on the brink. The football was jammed up inside his shirt, and he was struggling forward on his knees, looking like a soldier crawling through the desert. He had pulled the lawn mower out of the garage, and as he fell toward it, gasping, he pulled the sacred pigskin from his shirt and, with the last reserves of his strength, touched it to the engine. He died, but civilization was saved by his heroic efforts.

No word on whether, with this triumph, mail would be delivered.

I met him at the door, pierced through his fog, and asked him to get the mail. He agreed in such as fashion as to indicate this was the first he'd heard of the subject. There was a skip in his step as he headed down he driveway, and he was making so much progress so quickly I felt my hopes growing, particularly when he reached out and actually touched the mailbox.

Alas, he was only stopping to talk to it. Conferring in low tones, he nodded, squinting into the distance. He raised the mail flag, igniting the retrorockets strapped to his back. He throttled to full power and then dropped the flag, firing off into space with his arms outstretched like Superman.

He was nowhere in sight when, half an hour later, I went out to get the mail.

LADDERS

Final Ladders for the 1999-2000 Competition Year

LADIES CHAMPIONSHIP

179	Jeni Langdon		19	Dee Harlick
176	Nicola Ives		7	Sarah Stubbs
125	Karen Stubbs	{	28	} Helen Trayes
59	Gillian Ives	{	18	} Linda Rubie
59	Helen Torkington	{	10	} Shannon Harding
29	Sylvia Subritzky	{	6	} Michelle Boston

ALLCOMERS CHAMPIONSHIP

2	Peter Martel	1	Neil Rodgers
2	Craig MacKenzie	1	Andrew Brown
2	Glenn Inkster	1	Dave Boyd
2	Les Terrill	1	Phillip Cole
2	Barry Inkster	1	Mark Pedersen
2	Cheyne Booth	1	Paul Chaplow
2	Graeme Page	1	Ken Vincent
2	Chris Franklin	1	Andrew Metford
2	Bruce Henty	1	Michael Wilson
2	Mark Tapper	1	John Metford
2	Jerome Tapper	1	Jenny Metford
1	Grant Liston	1	Craig Milich
1	Dave Strong	1	Simon Dorris
1	Ian Vincent	1	Craig Stevens
1	Dave Boyce	1	Geoff Glanville
1	Warren Young	1	Anton Tallott
1	Jeni Langdon	1	Tony Booth
1	Noel Miller	1	Blair Carroll
1	Tony Klay	1	Rob Lowry
1	Brian Ogle	1	Gareth Boyt
1	Tim Franks	1	Anna Webb
1	Craig Tickle	1	Alison Batty
1	Steve Goodare	1	Dennis Neagle
1	Kevin Lyall	1	Rodney Atchinson
1	Damian Morris	1	Brad Trussler
1	Kevin James	1	Lez Olney
1	Robert Van Gisbergen	1	Matthew Jensen
1	Chris Haldane	1	Dougal Taylor
1	Vanessa Evans	1	Colin Crispe
1	Jeff Hill	1	David Burgess
1	Lee Stringer	1	Paul Massey
1	Bill Russell	1	Wally Simpson
1	Richard Legae		

0 - 1000cc CHAMPIONSHIP

49	Jeff Harlick		10		Dale Crossley
26	Tom Hulbert		9		Tony Major
10	Chris Subritzky				

1001 - 1300cc CHAMPIONSHIP

125	Brian Stubbs		21		Tony Major
107	Daniel Hawes		9		Dee Harlick
70	Justin Glavish		8		Sylvia Subritzky
69	Nicola Ives		6		Jeff Torkington
66	Paul Torkington		1		Sarah Stubbs
53	Samuel Stubbs	{	29	}	Scott Hunter
49	Cheyenne Matthews	{	8	}	Alan Scott
41	Karen Stubbs	{	8	}	Andy Walling
40	Jeff Harlick	{	8	}	Karl Adams
37	Dale Crossley	{	8	}	Matthew Adams
31	Helen Torkington	{	7	}	Jason Holmes-Owen
30	Mark Thomas	{	6	}	Craig Stead

1301 - 1600cc CHAMPIONSHIP

208	Richard Hulbert		7		Colin Jones
140	Garry Trayes		6		Tony Major
98	Jeni Langdon		5		Stephen Jones
65	Tom Hulbert	{	59	}	Daniel Notley
34	Justin Croy	{	38	}	Rachelle Alexander
32	John Borowski	{	25	}	Leo Pendrick
30	Robert Milligan	{	11	}	Michael Sheehan
21	Jeff Harlick	{	5	}	Andrew Lloyd
16	Daniel Hawes	{	5	}	Eric Uhe
13	Stephen Porter				

1601 - 2000cc CHAMPIONSHIP

144	Jeff Torkington		9		Garry Trayes
120	Chris Subritzky	{	76	}	Paul Stanaway
98	Lloyd Ives	{	29	}	Scott Marshall
87	Don Rubie	{	10	}	Jack Toms
82	Kayne Barrie	{	10	}	Murray McLean
34	James Rubie	{	7	}	Brendon Whitcombe
29	Steve Subritzky	{	7	}	Tony Wakelin
13	Justin Croy	{	6	}	Jansen Simpson
10	Rob Milligan	{	2	}	Linda Rubie

2001cc & Over CHAMPIONSHIP

69	Dale Crossley	{	20	} Chris Harding
32	Dean Boston	{	9	} Rob Clow
10	Jeff Torkington	{	9	} Stephen Purdey
9	Justin Glavish	{	8	} Matt Clow
{ 77 }	Benjie Hawes	{	8	} Shannon Harding
{ 28 }	Michael Tarr			

JUNIOR DRIVER CHAMPIONSHIP

140	Tom Hulbert	60	James Rubie
125	Paul Torkington	7	Sarah Stubbs

PRODUCTION CAR CHAMPIONSHIP

92	Jeff Harlick	10	Kayne Barrie	
30	Dale Crossley	8	Dee Harlick	
28	Jeff Torkington	4	Paul Torkington	
27	Daniel Hawes	3	Nicola Ives	
24	Tony Major	2	Sarah Stubbs	
19	Tom Hulbert	{ 36 }	Benjie Hawes	
17	Chris Subritzky	{ 33 }	Daniel Notley	
15	Richard Hulbert	{ 9 }	Craig Stead	
13	John Borowski	{ 8 }	Matthew Adams	
10	Brian Stubbs			

ORGANISERS CHAMPIONSHIP

26	Gillian Ives	4	Stephen Jones
16	Sarah Stubbs	4	Stephen Porter
16	Tracey Glavish	2	Brett Atkinson
12	John Borowski	2	Cheyenne Matthews
10	Tony Major	2	Daniel Hawes
8	Brian Stubbs	2	Don Rubie
8	Chris Subritzky	2	Garry Trayes
8	Dale Crossley	2	Helen Torkington
8	Dee Harlick	2	James Rubie
8	Karen Stubbs	2	Jeff Torkington
8	Leanne Holmes	2	Jeni Langdon
6	Colin Jones	2	Justin Croy
6	Dean Boston	2	Justin Glavish
6	Kayne Barrie	2	Keith White
6	Lloyd Ives	2	Mark Thomas
4	Cameron Thomas	2	Nicky Thomas
4	Jeff Harlick	2	Paul Torkington
4	Kelly Trayes	2	Richard Hulbert
4	Nicola Ives	2	Rob Milligan
4	Peter Doggett	2	Steve Subritzky
4	Samuel Stubbs	2	Sylvia Subritzky
4	Sheree Stubbs	2	Tom Hulbert

RALLYSPRINT CHAMPIONSHIP

33	Jeff Torkington	{	27	} Rachelle Alexander
24	Lloyd Ives	{	22	} Michael Tarr
17	Mark Thomas	{	16	} Chris Harding
15	Jeni Langdon	{	9	} Murray McLean
15	Justin Croy	{	7	} Tony Wakelin
{ 50 }	Paul Stanaway	{	4	} Daniel Notley
{ 30 }	Scott Marshall	{	2	} Shannon Harding

SPEED CHAMPIONSHIP

117	Richard Hulbert		5	Steve Subritzky
83	Jeff Torkington		3	Samuel Stubbs
55	Garry Trayes		2	John Borowski
48	Justin Glavish	{	69	} Paul Stanaway
46	Chris Subritzky	{	45	} Benjie Hawes
41	Brian Stubbs	{	30	} Scott Marshall
37	Dale Crossley	{	25	} Rachelle Alexander
37	Don Rubie	{	20	} Michael Tarr
31	Lloyd Ives	{	16	} Chris Harding
30	Cheyenne Matthews	{	12	} Daniel Notley
29	Kayne Barrie	{	9	} Murray McLean
25	Jeni Langdon	{	7	} Tony Wakelin
25	Mark Thomas	{	4	} Brendon Whitcombe
22	Jeff Harlick	{	4	} Stephen Purdey
21	Justin Croy	{	3	} Andy Walling
18	Rob Milligan	{	2	} Scott Hunter
13	Tom Hulbert	{	1	} Karl Adams
12	Daniel Hawes	{	1	} Leo Pendrick
5	Stephen Porter			

JOKE OF THE MILLENNIUM

When the wheel was first invented it took a few hundred years to iron out the bug. The wheels made by Seller-of-Used-Rocks were square, and all his customers complained about the bumpy ride. One day his best customer, Basher-of-Small-Furry-Rodents, was visiting the workshop. Seller-of-Used-Rocks proudly displayed his newest invention. "Here Basher, is my new improved wheel. I call it the 'rolleasy'. Isn't she a beauty? Ten skins I'm going to charge; but to you, my friend, a real bargain at six skins each, provided you buy two pairs and a spare."

Basher-of-Small-Furry-Rodents stared at the new wheel with some puzzlement. Eventually he said, "But it's triangular!"

"Of course," replied Seller-of-Used-Rocks.

"How can that be an improvement?"

"Don't you see?" expostulated Seller-of-Used-Rocks. "One less bump."

TRIAL DRIVERS CHAMPIONSHIP

59	Dale Crossley		6		Dean Boston
56	Garry Trayes		5		Don Rubie
47	Brian Stubbs		5		Lloyd Ives
32	Richard Hulbert	{	9	}	Rachelle Alexander
31	Jeni Langdon	{	7	}	Michael Sheehan

TRIAL NAVIGATOR CHAMPIONSHIP

59	Gillian Ives		4		Samuel Stubbs
46	Karen Stubbs	{	28	}	Helen Trayes
33	Chris Subritzky	{	9	}	Mark Alexander
31	John Borowski	{	7	}	Peter Bielby
30	Nicola Ives	{	6	}	Leo Pendrick
18	Sylvia Subritzky	{	6	}	Michelle Boston
10	James Rubie	{	5	}	Linda Rubie
9	Don Rubie				

MOTORKHANA CHAMPIONSHIP

37	Kayne Barrie		8		Justin Glavish
34	Dale Crossley		5		Robert Milligan
33	Jeff Harlick		4		Daniel Hawes
28	Brian Stubbs		3		Cheyenne Matthews
25	Garry Trayes		3		Tom Hulbert
24	Chris Subritzky		2		Tony Major
20	Jeff Torkington		1		Colin Jones
17	Richard Hulbert		1		Dee Harlick
13	Don Rubie	{	4	}	Michael Sheehan
9	John Borowski	{	4	}	Scott Hunter

BENTSPRINT CHAMPIONSHIP

65	Richard Hulbert		7		Stephen Porter
43	Don Rubie		4		John Borowski
40	Garry Trayes		4		Nicola Ives
37	Chris Subritzky		4		Tom Hulbert
31	Justin Glavish		3		Robert Milligan
28	Brian Stubbs	{	48	}	Benjie Hawes
24	Daniel Hawes	{	6	}	Andy Walling
21	Dale Crossley	{	6	}	Stephen Purdey
18	Cheyenne Matthews	{	2	}	Leo Pendrick
13	Jeff Harlick	{	2	}	Michael Sheehan
13	Kayne Barrie	{	1	}	Alan Scott
9	Steve Subritzky	{	1	}	Andrew Lloyd
8	Samuel Stubbs				

OVERALL CHAMPIONSHIP

177	Richard Hulbert		7		Steve Subritzky
141	Garry Trayes		4		Cameron Thomas
135	Dale Crossley		4		Kelly Trayes
121	Brian Stubbs		4		Peter Doggett
105	Jeff Torkington		4		Sheree Stubbs
101	Chris Subritzky		4		Stephen Jones
83	Gillian Ives		2		Brett Atkinson
70	Kayne Barrie		2		Helen Torkington
68	Don Rubie		2		Keith White
62	Jeff Harlick		2		Nicky Thomas
59	Justin Glavish		2		Paul Torkington
58	Jeni Langdon	{	69	}	Paul Stanaway
54	Karen Stubbs	{	47	}	Benjie Hawes
49	John Borowski	{	34	}	Rachelle Alexander
41	Lloyd Ives	{	30	}	Scott Marshall
32	Nicola Ives	{	28	}	Helen Trayes
27	Cheyenne Matthews	{	20	}	Michael Tarr
27	Daniel Hawes	{	16	}	Chris Harding
27	Mark Thomas	{	12	}	Daniel Notley
23	Justin Croy	{	9	}	Mark Alexander
22	Rob Milligan	{	9	}	Murray McLean
20	Tom Hulbert	{	8	}	Leo Pendrick
18	Sylvia Subritzky	{	7	}	Michael Sheehan
16	Sarah Stubbs	{	7	}	Peter Bielby
16	Tracey Glavish	{	7	}	Tony Wakelin
13	Samuel Stubbs	{	6	}	Michelle Boston
12	Tony Major	{	6	}	Scott Hunter
10	Dean Boston	{	5	}	Linda Rubie
10	James Rubie	{	4	}	Brendon Whitcombe
9	Dee Harlick	{	4	}	Stephen Purdey
9	Stephen Porter	{	3	}	Andy Walling
8	Leanne Holmes	{	1	}	Karl Adams
7	Colin Jones				

RALLY DRIVERS CHAMPIONSHIP

22	Todd Bawden	10	Jeni Langdon
11	Steve Purdey	1	Justin Croy

RALLY CO-DRIVERS CHAMPIONSHIP

11	Stuart Roberts

This is the final magazine for the 1999-2000 membership year. If you have not yet renewed your membership you will not be receiving any more magazines until you do. Ensure your continued supply of this fine publication by contacting the Membership Secretary for your renewal form.