



PO Box 100 597
North Shore Mail Centre
<http://www.hcmc.org.nz>
info@hcmc.org.nz

President

Jeff Torkington (021) 588 010

Vice President

Brian Stubbs 410 4237

Club Captain

Stephen Porter (021) 599 195

Secretary

Sarah Stubbs (027) 424 6577

Treasurer

Gillian Ives 413 8309

Magazine Editor, Membership

Chris Subritzky (021) 500 588
chris@ontempo.co.nz

Event Coordinator

Karen Stubbs 410 4237

Results and Ladders

Richard Hulbert (09) 426 9610

Committee Members

Peter Bodley (021) 322 009
Trevor Willmot 416 8156
Harold Bennett (027) 495 8178
Leon England (09) 424 7869
Mike Barton (09) 420 9833
Eric Uhe (09) 426 3588

Licensed Scrutineers

Dale Crossley 444 0206
Lloyd Ives 413 8309
Brett Atkinson (021) 125 4455
Garry Trayes 444 1811
Keith White (09) 426 3573

Membership

Family - \$70.00
Individual - \$60.00
Student - \$45.00

Clubnight

7:30pm, third Wednesday of
each month at Sport North
Harbour House, North Harbour
Stadium, Albany.

CONTENTS

August 2006

	<i>Page</i>
President's Patter	2
Stephen's Scribbles	3
Editorial	4
Jokes of the Month	8
Coming Events	Centre
Technofile	12
Results	14
Out and About	16
Ladders	17

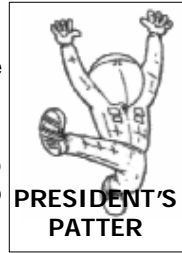
Hi all,

There has been lots happening this last month, too much to write about and sadly no time to do so.

We are holding a special general meeting at the September clubnight to discuss the caravan, please come along to help us decide what to do with the money kindly provided by the Lion Foundation and how to go about building the new caravan.

Until next month,

Jeff



MotorSport NZ Fee Increases

MotorSport NZ have confirmed that fees for many services will increase from 1 September 2006. The changes that are most likely to affect you, the competitor, are as follows:

Item	Old Fee	New Fee
Competition Licence (ClubSport)	55.00	60.00
Competition Licence (National Rally)	121.00	135.00
Motorsport Authority Card (renewal)	33.75	34.00

The fees for logbooks, new Motorsport Authority Cards and rollcage homologations remain unchanged. Fees have also increased for the club in obtaining event permits and the participation levy it must pay for each competitor at an event. We are currently reviewing our event pricing but hope to be able to absorb the increased costs.

A full list can be found at <http://www.motorsport.org.nz/Regs/regulations.htm>

SPECIAL GENERAL MEETING

Following the decision passed by the members at the last AGM the committee have decided to call a Special General Meeting of the club members and interested parties for the purposes of discussing the proposal to replace the existing club caravan. Partial funding for the project has been obtained thanks to the kind generosity of the Lion Foundation, however there is still a funding shortfall.

Members are asked to attend so that the committee can get a binding decision on whether to proceed with the project and if so how to fund it. Proposals will also be presented on how a replacement caravan could be put onto the road at a lower cost than originally estimated.

What: Hibiscus Coast Motorsport Club Inc SGM

When: Wednesday 20 September 2006, 7:30pm

Where: Sports North Harbour House, North Harbour Stadium, Albany

Firstly I would like to thank Chris Subritzky, Sam Stubbs, Garry Trayes and Phill Harrison for helping me clean and do some maintenance on the caravan, it is a shame after making it so clean that it got very dirty at the Pebblebrook day/night Bentsprint. I would also like to thank all of the helpers for their support at the Bentsprint, sadly the weather was terrible but I hope that all of those that competed had fun anyway. It is a new thing for most racing in the dark. I hope everyone enjoyed there food also. I would also like to apologise to those whose names I managed to forget - I am terrible at remembering names, just one of my many faults - so please don't be offended if I do forget yours! If you think that is bad, you should read my article before Chris corrects it! *(at least I'm getting an article to fill space each month - Ed)*

STEPHEN'S SCRIBBLES



It has been a busy month really, there seems to have been be a lot of events on. I am guessing that is a good thing but many people seem to find it hard to find the time to help or compete at them all. I have not had much response so far for Laserstrike (August Clubnight), do you not want to shoot your rivals down?! It should be a lot of fun, give me a call if you are keen so that I can provide numbers.

It seems that the rally season has been cut short this year, is it due to the rising cost of gas? And if so should we start to race other types of fuels? Or is it just the Silver Fern that we have to thank? I think that will be an awesome event and am very jealous of those who are going to compete in it. I think some of them are now aware of how much work it takes to prepare a car for a rally, let alone a marathon!

Our round of the Rallysprint series is the next major event we have, please contact Karen Stubbs if you are able to help. Also would be great to have in your minds thoughts about the new caravan for the special meeting in September, I am interested in ideas etc and we need to get a decision made to progress further. The caravan committee will be meeting up soon and hope to be able to give you a good idea of costs etc to assist with make the decision.

That is about all from me, have to keep it short as I'm feeling a little under the weather, well I was in the weekend and at work it seems! The Escort is still in bits also and life is busy, and I seem to be doing a lot of behind the scenes work for the club at the moment.

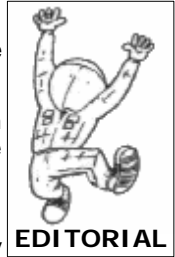
Happy skids

Stephen

			<p>Hibiscus Coast Motorsport Club acknowledge the kind assistance provided by the Lion Foundation to the acquisition of equipment for event operations.</p>
---	---	---	--

The last 5 weeks have been busy ones for many of us, with 4 events packed into that period. However, just one stood out from all the others.

Ah yes, the Far North Rally. My first rally after spending 15 years in the ClubSport playpen and, as it turns out, something I shouldn't have waited 15 years to try! It would be safe to say that it was one of the most enjoyable days of motorsport I have ever had.



After a week of late nights doing the last minute preparation necessary on the Corolla the Friday dawned with nary any work left to do, so I was able to spend the morning slowly pottering around getting my gear ready and loading it into the 4WD. Lunchtime it was off to pick up Jeff and from there onwards towards Paihia (with Jeff driving and me snoozing in the passenger seat). We arrived in Paihia at around 5:30, in time to unload the Corolla and spend some time catching up with the fellow HCMC novices staying at the same motel. After a brief visit to scrutineering to see some of the other cars competing the rest of the evening was spent sorting out intercom headsets, reading the routebook and wondering whether my co-driver, Garry, was going to arrive before midnight.

Surprisingly enough I managed to get a reasonable nights sleep (must have been pretty tired!) and since we were seeded at the back of the field at #69 we were able to get up at (comparatively) gentlemen's hours. A little time to clean the morning dew off the windows, fit the last sponsorship decals (which arrived late the night before) and check tyre pressures and it was off to the start in Paihia. Start as in the start of the rally that is, not the start of the racing. That was over the opposite side of the island near Broadwood, over an hours drive away. The tour out to the start of SS1 was one of the most nerve-wracking drives I've had in a long time, with the nerves coming and going in waves and constant fretting over whether we were running late, going to have enough fuel, have the car break down etc etc (yes I am a real nervous Nellie when I want to be!). Of course there was nothing to really worry about and we arrived with plenty of time to spare, enough to help Shane England try to fix a faulty plug lead on his Mazda.

Finally it was time to start SS1, and all too quickly! This is where I found just how different a rally is compared to ClubSport events; after 15 years of Motorxhanas and Hillclimbs I was used to having a routine of waiting around, going to a drivers briefing, chatting for a while longer and then lining up when I was ready. Not here! Before I knew it we were on the start line being counted down, then off into the stage. The first 2km or so were an absolute mess as I struggled to get my head into competition mode, but after that I managed to work my way into something of a rhythm and drove the rest of the stage at something approaching a respectable pace. At the end of the stage there was a huge sense of relief that the car had survived; unfortunately many others were not so lucky with 9 or 10 zetkas spotted in the space of 20km! One of those was Chris Clark, who had the misfortune of having the pistons in his newly-built motor deciding that they preferred life on the outside and making a run for it.

Next stop was a brief service in Broadwood, followed by a short drive to SS2. By now I was feeling far more relaxed behind the wheel and attacked the stage from the start. The first part of it was relatively open with a couple of deceptive corners but that soon changed, with the bulk of the stage made up of extremely tight, narrow corners as the road weaved its way up a goat-track. You know that it is a tight piece of road when

you are having to go back to 1st gear to pull up some of the hills! The road suited me and the Corolla perfectly, unfortunately it wasn't quite so co-driver friendly with many co-drivers starting to feel crook, including Charlie McFarquhar and my own navvie, Garry. Other casualties on this stage included Lance Haycock, who managed to roll the mighty Starlet (albeit without putting a scratch onto the roof - go figure!) and Mathew Moore, who's Legacy suffered a blown headgasket (although that was probably a relief for his co-driver, who looked a very pale shade of green when we entered the finish control!).

With no service break it was straight into SS3, another road very similar in character to SS2. If the co-drivers were feeling a little queasy before the stage then they would be far worse by the end of this one! It was also the stage of single lane bridges with 10 or so to navigate, not so easy to do with rear bias on slippery concrete! It wasn't the concrete bridges that caught me out, instead it was a downhill right-hander. Nothing major, just a half spin that required a 3 point turn to get out of, but it was enough to remind me not to push the limits too far.

Off to the second service point with the only real problem that had developed being an exhaust leak, legacy of a couple of large rocks in SS2. A check showed that the exhaust wasn't about to fall apart but there was nothing that could be done in the 10 minutes available, so instead it was just more fuel (for both car and driver) and off to SS4. This was a complete change from the other stages in the morning; fast, open and flowing, everything that I don't get a chance to try in ClubSport events. This is

where my lack of experience in rallies told, because to attack 3rd and 4th gear corners you need to have confidence in yours and the cars abilities, something only experience can give you. Still I learned quite a lot that could be applied later in the day (and I'll put my slow time down to the loss of power due to the exhaust leak - this is my story and I'll tell it how I want to!) Unfortunately this was the end of the road for Eric Uhe, we saw his car in a field approx 1/2 way through the



stage. We later found out that he ran out of road as the camber of the corner dropped away, the result being an estimated 5 rolls and one destroyed car.

Lunchtime and it was time to have a well-earned break. On arriving I was told to get away from the car and do my own thing, so with a muesli bar in one hand and bottle of water in the other I went in search of my fellow novices to compare experiences. All were having a great time despite some queasy stomachs (what is it about the Englands' driving style?!) and even Lance was still smiling, despite his impromptu efforts at changing the Starlets aerodynamics. Back to the Corolla and I found Jeff had managed to obtain some magic resin to fix the exhaust leak (diagnosed as a mounting point ripping out of the exhaust), swap the tyres front to rear, do a complete spanner check and check fluids, all with plenty of time to spare. Just goes to show you can get good help - thanks Jeff!

First stage up after lunch was a new stage for everyone, with some flowing sections followed by a tighter section that was a little rough in places and hard to find a rhythm for. For me it resulted in a difficult balancing act - I wanted to slowly work back into the groove but with a Mazda 4WD starting immediately behind me on the road there was no time to hang around! As it turned out the biggest problem wasn't the car behind as the bumps, one of which caused Garry to jerk his head forward and partially unplug the intercom. Not so bad for him but I had a static buzz at full volume for over 1km before he could get the plug back in again! Not great for the concentration.

A quick splash-and-dash fuel stop and it was off to the big one, the 37km monster stage. Everyone said it would change the complexion of the rally and boy were they correct! We spotted the first casualty as we were sitting on the start line as Stephen Porter came running towards us. That can't be a good thing and indeed it wasn't as we spotted his lovely co-driver Emma on the side of the road approx 2km in. No sign of the car though... not a good look! Next casualty was Richard Hulbert, who misjudged an intersection and ended up making a deposit at the local bank, and although the damage wasn't great it was sufficient to put him out for the rest of the day. At least a local was kind enough to offer him and co-driver Peter Bodley a roast dinner while they waited for their service crew to find them! Further behind Lance was in the wars again, having a lose and getting the car stuck. It is just as well that Shane England is such a good friend, he stopped and towed the stricken Starlet back onto the road. Car back on the road the next problem for Lance was getting it started. Most people would turn the key and use the starter motor but that would be far too easy, instead he and co-driver Nick pushed the car to the top of a hill so that the could bump-start it! For me the stage was average to say the least. For weeks Garry had been telling me how tight and twisty the stage was and how well it would suit the



Corolla. Consequently I decided to start the stage off nice and conservatively to pace myself and save the car and sure enough the first 10km or so was nice and tight, perfectly suiting me and the Corolla. Then it changed to being faster with blind corners, not an ideal combination for someone unused to quick stuff and not running notes! In hindsight I should have pushed harder in the first section and had more confidence in the faster bits but at least the car was still in one piece.

SS7 was another fast stage, this time an uphill blast through a small kauri forest. A couple of suggestions from Garry resulted in me having quite a bit more confidence in the car, allowing me to push quite a bit harder. However, although I had a lot more confidence at speed than earlier in the day I was still found the long straight with thick gravel unnerving, especially as the single-lane bridge at the end of it looked extremely narrow!

And so it was off to SS8. By now I was starting to get nervous again, second guessing every little noise in the car and with the missing exhaust mount there were definitely a few new ones to worry about! It was the stage I had been waiting for as everybody says that the last 10km are the best in the entire rally and I really wanted to see what

they were talking about. Only thing was, to get to that 10km there was another 12km or so of extremely fast, flowing roads to contend with. Once again the Corolla tapped out in 4th gear and I finally started trusting the car in some of the faster corners, however the lack of power showed as the Subaru starting behind us started catching us. What I needed was some tighter roads, so that last 10km couldn't come too quickly. It was exactly what everybody had told me it was and more; it was, quite simply, the best 10km of road that I have ever had the fortune to race on. Tight, twisting downhill corners, I was telling myself to drive carefully so as not to crash within sight of the finish of the rally but the car felt good, I felt extremely comfortable and was having so much fun that I couldn't help but push harder and harder. How hard? That Subaru behind me had picked up 27 seconds by halfway through the stage whereas over the tighter second part I managed to pull back time on him, despite the power difference. It is extremely difficult to explain how great it felt and even a week later I was still buzzing from it, all I know is that if I was able to I would drive that section of road every day for a year and still wouldn't be bored with it.

All that was left was to make the short tour back to Paihia and to the finish at the Copthorne. The largest cheers were reserved for Lance as he brought the battered Starlet across the finish line and for Sam Stubbs, who after a faultless drive all day managed to stall the car in front of the huge crowd! Of the 12 HCMC entries 7 of them managed to reach the finish with by far the most outstanding performance being that of Justin Glavish who, in his little 1300cc Starlet, finished 18th overall and won his class by over 6 minutes. Me? On my first rally I improved on my start position of #69 to finish 31st overall and 3rd in class B and in the process far exceeded my wildest expectations.

Finally it was back to the Motel where it was time to commiserate with Eric (who was remarkably cheery given the state of the Civic - amazing what morphine and a beer can do for you!), wonder where on earth Richard and his service crew were and to sit around the table listening to the service crews telling wild tales of adventure. And what exactly do you do when you find 600m of shrinkwrap at the bottom of your pantry? Just ask any member of the England clan...

Big thanks to everyone who helped me out with this event, in particular Garry for the countless hours helping to prepare the car (as well as helping Porter prepare his car) and for being mad enough to sit next to me for the day, and to Jeff T for his help prepping the car and for driving around the entire route solo to keep the Corolla running for me so that I could have my skids. Thanks also to my sponsors Ontempo Retail System, Target Road Tyres and IT Enterprises (all of whom's generous support made it possible to do the event) and to John Croy at Signsation Signs for making the car look good.

Now I just have to work out how I can afford to do more rallies next year...

Chris

PS: This month's excuse for the mag being late? Winter Flu. Here's hoping it is gone by next month!

JOKES OF THE MONTH

Rules for Cats

I. DOORS: Do not allow closed doors in any room. To get door opened, stand on hind legs and hammer with forepaws. Once door is opened, it is not necessary to use it. After you have ordered an "outside" door opened, stand halfway in and out and think about several things. This is particularly important during very cold weather, rain, snow, or mosquito season. Swinging doors are to be avoided at all costs.

II. CHAIRS AND RUGS: If you have to throw up, get to a chair quickly. If you cannot manage in time, get to an Oriental rug. If there is no Oriental rug, shag is good. When throwing up on the carpet, make sure you back up so that it is as long as the human's bare foot.

III. BATHROOMS: Always accompany guests to the bathroom. It is not necessary to do anything -- just sit and stare.

IV. HAMPERING: If one of your humans is engaged in some close activity and the other is idle, stay with the busy one. This is called "helping", otherwise known as "hampering". Following are the rules for "hampering":

a) When supervising cooking, sit just behind the left heel of the cook. You cannot be seen and thereby stand a better chance of being stepped on and then picked up and comforted.

b) For book readers, get in close under the chin, between eyes and book, unless you can lie across the book itself.

c) For knitting projects or paperwork, lie on the work in the most appropriate manner so as to obscure as much of the work or at least the most important part. Pretend to doze, but every so often reach out and slap the pencil or knitting needles. The worker may try to distract you; ignore it. Remember, the aim is to hamper work. Embroidery and needlepoint projects make great hammocks in spite of what the humans may tell you.

d) For people paying bills (monthly activity) or working on income taxes or Christmas cards (annual activity), keep in mind the aim -- to hamper! First, sit on the paper being worked on. When dislodged, watch sadly from the side of the table. When activity proceeds nicely, roll around on the papers, scattering them to the best of your ability. After being removed for the second time, push pens, pencils, and erasers off the table, one at a time.

e) When a human is holding the newspaper in front of him/her, be sure to jump on the back of the paper. They love to jump.

V. WALKING: As often as possible, dart quickly and as close as possible in front of the human, especially: on stairs, when they have something in their arms, in the dark, and when they first get up in the morning. This will help their co-ordination skills.

VI. BEDTIME: Always sleep on the human at night so s/he cannot move around.

Rules for Dogs

VISITORS: Quickly determine which guest is afraid of dogs. Charge across the room, barking loudly and leap playfully on this person. If the human falls down on the floor and starts crying, lick its face and growl gently to show your concern.

BARKING: Because you are a dog, you are expected to bark. So bark--- a lot. Your owners will be very happy to hear you protecting their house. Especially late at night while they are sleeping safely in their beds. There is no more secure feeling for a human than to keep waking up in the middle of the night and hearing your protective bark, bark, bark...

LICKING: Always take a BIG drink from your water dish immediately before licking your human. Humans prefer clean tongues. Be ready to fetch your human a towel.

HOLE: Rather than digging a BIG hole in the middle of the yard and upsetting your human, dig a lot of smaller holes all over the yard so they won't notice. If you arrange a little pile of dirt on one side of each hole, maybe they'll think it's gophers. There are never enough holes in the ground. Strive daily to do your part to help correct this problem.

DOORS: The area directly in front of a door is always reserved for the family dog to sleep.

THE ART OF SNIFFING: Humans like to be sniffed. Everywhere. It is your duty, as the family dog, to accommodate them.

DINING ETIQUETTE: Always sit under the table at dinner, especially when there are guests, so you can clean up any food that falls on the floor. It's also a good time to practice your sniffing.

HOUSEBREAKING: Housebreaking is very important to humans, so break as much of the house as possible.

GOING FOR WALKS: Rules of the road: When out for a walk with your master or mistress, never go to the bathroom on your own lawn.

COUCHES: It is perfectly permissible to lie on the new couch after all your humans have gone to bed.

PLAYING: If you lose your footing while chasing a ball or stick, use the flower bed to absorb your fall so you don't injure yourself.

CHASING CATS: When chasing cats, make sure you never--- quite--- catch them. It spoils all the fun.

CHEWING: Make a contribution to the fashion industry. ...Eat a shoe.

COMING EVENTS

16 August 2006 - HCMC Clubnight

Is there anyone in the club who has wound you up and you really want to get your own back at? How about shooting them? Here is your chance, for our August Clubnight we will be booking the Laserstrike arena at Wairau Park. More info next month, if you are interested please contact Stephen Porter on (027) 459 9195

20 August 2006 - PCC Rallysprint

Fortron Rallysprint Series Round 4, Kemps Rd. Regs are available now from www.pukekohecarclub.co.nz or from JoAnne Burnett, (09) 298 0462. Entries close 15 August 2006

27 August 2006 - HCMC Motorkhana

Gravel Motorkhana, Pebblebrook Quarry. Documentation 9:00-9:30am, entry fee \$15. Remember that this is a road tyres only event.

3 September 2006 - SACC Rallysprint

Fortron Rallysprint Series Round 5, venue TBA. For more information keep an eye on www.onlinemotorsport.net

17 September 2006 - HCMC Rallysprint

Fortron Rallysprint Series Round 6. Finally we can confirm that we will be holding our round of the series at Komokoriki Hill Rd, Kaipara, an ex-Rally NZ shakedown road. Further competitor information will be available shortly with publication of the supplementary regs, these will be available from Karen Stubbs (ph 410 4237) or from the club website. As always we need as many helpers as possible to ensure that the day runs smoothly, if you can help please contact Karen.

20 September 2006 - HCMC Clubnight

This month will be a SGM (Special General Meeting) to discuss options for the clubs new mobile events centre. This will be a valuable asset to the club so it is in your best interests to attend this meeting and have your say on how we should make progress on this project. See the meeting notice on page 2 for more information

1 October 2006 - TVCC Hillclimb

Interclub Hillclimb Series Round 1, Quine Rd, Tahuna. More info next month.

5 November 2006 - SACC Hillclimb

Interclub Hillclimb Series Round 2, Matahuru Rd, Ohinewai.

12 November 2006 - ACC Motorkhana

Grass Motorkhana, Glen Rd, Massey

26 November 2006 - PCC Hillclimb

Interclub Hillclimb Series Round 3, Murrays Rd, Tuakau

10 December 2006 - HCMC Hillclimb

Interclub Hillclimb Series Round 4, Pritchard Rd, Kaiwaka

17 December 2006 - HCMC Autocross

Christmas Autocross, followed by a BBQ

Committee Notes

??Our thanks to the many people who volunteered to help with running the day/night Bentsprint, all of your help is very much appreciated! We are still looking for people to help with running our round of the Fortron Rallysprint Series on Sept 17, if you can assist then please contact Karen Stubbs on 410 4237

??It has been noticed that once of the primary reasons for events running late has been due to the competitors arriving late for documentation/ scrutineering and then failing to be prepared before the drivers briefing. Could competitors please make an effort to arrive at documentation during the advertised times (if you cannot then please advise the Clerk of the Course prior to the event) and once documentation has been completed proceed to the venue and be read to race. People turning up after the end of the advertised documentation period risk having their entry declined!

OTHER CLUBS EVENTS

For further information on any of these events contact the organising club.

20 August 2006

NCC Motorkhana
Okara Park, Whangarei

27 August 2006

NCC Rallysprint
Glenbervie Forest, Whangarei

3 September 2006

TVCC Hillclimb (tarmac)

10 September 2006

PCC Motorkhana (gravel)
Tuakau Salesyards, Tuakau

10 September 2006

NCC 1/4 Mile Sprint
Rosythe Rd, Waipu

1 October 2006

NCC Hillclimb
Doctors Hill Rd, Waipu

7-14 October 2006

Silver Fern Rally

17-19 November 2006

Rally NZ

Always listen out for cancellation of events or change of venue on the 1ZB cancellation service (89.4fm, 1080am) whether the weather is wet or dry. Dogs and Alcohol are prohibited from event venues. For more information on any of the events contact a committee member or refer to our website, www.hcmc.org.nz

Reinventing the Wheel

Monowheels have been around for decades, but it took an automotive outsider to try something new.

Jake Lyall thinks the idea for a new kind of motorized one-wheeled vehicle came to him in a dream. Which makes sense, given that the 37-year-old part-time programmer and Renaissance Fair jester had never worked for a garage, studied engineering, or even held a welder before he built the RIOT Wheel.

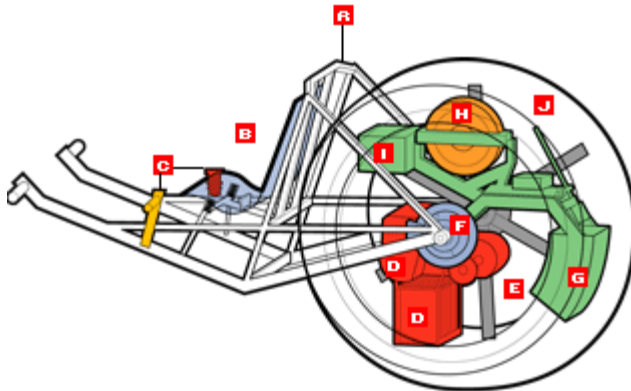
Lyall's 1,100-pound monowheel monster (whose name stands for Reinvention of the Wheel) works on the hamster-in-a-wheel principle: Move a wheel's center of gravity forward and the wheel turns. Lyall's hamster is a lead-weighted engine, which hangs by bearings off a stationary center shaft and uses its torque to move from 0 degrees vertical when stationary to 90 degrees forward at full blast, continually pulling itself forward around a sprocket bolted to the outer spokes. An independent counterweight system keeps the driver floating gently above ground out front, instead of inside the wheel, where most monowheel designs sequester him. Steering is handled by a gyro system and the driver's shifting weight.

So far Lyall has no commercial designs on the project, which debuted at last year's Burning Man Festival. But he hopes that a refined electric version will break the monowheel land-speed record of 57 mph this summer (the first RIOT topped out at half that). Follow Lyall's progress and see the RIOT in action at <http://www.theriotwheel.com>.



Dissecting the Riot

- A. Chassis, MIG-welded out of thin-walled steel tubing.
- B. Spring-mounted seat tilts 15 degrees each way.
- C. Throttle controls engine speed; joystick controls gyro and counterweight crane to lift or lower the driver.
- D. 80cc four-stroke Honda scooter engine and 80 pounds of lead, delivering 120 pound-feet of torque at 90 degrees forward.
- E. Sprocket bolted to outer spoke transfers engine assembly's torque to wheel.
- F. Disc brake bolted to outer spoke; in full-skid braking, engine assembly is pulled backward from 0 degrees, pushing the driver quickly but safely to the ground, where a skid plate on the bottom of the seat aids braking.
- G. 450-pound counterweight system, which works even without the engine inside.
- H. 65-pound steel gyro, powered by two fan motors, tilts on a horizontal axis to yaw the vehicle for steering.
- I. 1.5-gallon gas tank. Future versions will be electric.
- J. 20-inch-wide rimless tire.



RESULTS

Fortron Rallysprint Series, Round 4
Pukekohe Park Raceway
Organised by Auckland Car Club
23 July 2006

Name	Run 1	Run 2	Run 3	Run 4	Run 5	O/A	Cib	Cls
<i>0-1300cc</i>								
Leon England	4:50	4:51	4:29	4:25	4:56	50	7	1
Steven Kirk-Bernmand	5:21	4:40	4:31	4:27		47	5	2
Sam Stubbs	5:29	4:48	4:40	4:26		49	6	3
Michael Browning	4:38	4:31	4:11	4:09	4:17	41		
Edward Porter	5:56	4:35	4:45	4:22	4:24	45		
Mike Lane	4:22	4:16	4:16	4:08	4:15	29=		
Graham McDonald	5:40	4:55	4:55	4:36		51=		
Paul Sanderson	5:44	4:55				51=		
<i>1301-1600cc</i>								
Lionel Fleming	5:02	4:11	8:31	4:38		23	2	1
Tom Hulbert	4:42	4:21	4:12	4:26		34=	11	2
Nick Marshall	5:57	3:39	3:39			5		
Carol Liston	4:58	3:58	4:06	4:16		16		
Steve Wilcock	5:16	4:05	4:04	4:01	4:08	18		
Karl Bejerring	5:03	4:20	4:10	4:12		33		
John Townsend	4:44	4:36	4:34	4:34		46		
Graham Featherstone	5:36	4:46	4:13	4:02	4:08	48		
William Brunt	7:22	4:58				53		
Colin Gibson	4:39	3:54	4:12	3:49		14=		
Scott Ogle	4:25	4:06	4:03	3:53	4:00	19=		
Graeme Eagles	4:33	4:14	4:21	4:07		24=		
Jason Dolores	5:20	4:14	4:12	4:26		24=		
Gareth Boyt	4:53	4:21	4:35			34=		
Jamie Kitzen	4:49	4:24	7:17	4:15		39=		
Michael Moros	4:27	4:24	4:25			39=		
<i>1601-2000cc</i>								
Stephen Porter	4:37	4:32				42	3	1
Dave Strong	4:41	3:48	3:45	3:43		6		
Aliesha Miller	4:22	4:14	4:23	4:06	4:14	24=		
Sam Miller	4:34	4:16	4:18	4:08	4:02	29=		
Don Bell	4:21	4:23	4:21	4:18		34=		
<i>2001cc & Over</i>								
Damian Morris	4:30	3:33	3:35	3:29	3:50	2	1	1
Clim Lammers	3:43	3:41	3:34	3:31	3:49	3		
Clark Proctor	5:16	3:44	2:41	3:36		4		
Warren Davies	4:41	4:08				22		
Gary Wainwright	4:25	3:54	3:58	3:53	3:51	14=		
Hamish Gordon	4:14	4:15	4:09	4:09		24=		
Mike Dias	5:09	4:16	4:00	4:01		29=		
Paul Halford	4:19	4:16	4:21	4:12		29=		
Ross Unkovich	4:40	4:22	4:08	4:14		37=		

4WD

Colin Jones	4:23	3:50	3:40	3:32	3:46	10=	8	1
Aaron Belsham	4:21	4:14	3:57			24=	10	2
Corey Lawton	5:42	4:22	4:14			37=	12	3
Shane England	4:34	4:42	4:35	4:29		44	4	4
Jeremy Moore	4:06	4:06	4:05	3:59	4:06	19=	9	5
Warwick Redfern	3:47	3:32	3:28	3:28	3:24	1		
Douglas Taylor	3:56	3:47	3:47	3:45		7		
Karl Douglas	3:52	3:45	3:49	3:45	3:50	8		
Tony Callaghan	4:31	3:48	4:25			9		
Kenneth Burnett	4:51	4:03				17		
Hamil Pala	4:33	4:35	5:26			43		
Sloan Cox	3:50	3:51				10=		
Noel Miller	4:27	3:52	3:50	3:47		12=		
Lee Stringer	4:34	3:52	4:03	3:43		12=		
Gareth Karrasch	5:03	4:06	4:01	3:59		19=		

**Hibiscus Coast Motorsport Club Motorkhana
Pebblebrook Quarry, Wainui
9 July 2006**

Name	Car	Test 1	Test 2	Test 3	Test 4	Total	O/A	Clb	Cld	Pdn	Ldy
<i>0-1300cc</i>											
Garry Trayes	Starlet	22.53	35.71	30.21	29.08	117.53	2	2	1		
Mike Barton	Barina	22.36	34.67	32.83	29.98	119.84	4	4	2		
Brian Stubbs	Corolla	22.16	36.84	32.34	29.53	120.87	5	5	3	2	
Alistar Barton	Barina	24.13	42.08	32.96	29.47	128.64	9	1st Event			
Brendon Wilson	Starlet	37.12	36.00	29.42	29.00	131.54	12	11	4		
Sam Stubbs	Corolla	24.90	39.90	36.63	32.53	133.96	13	12	5	7	
Brent Sefton	Starlet	28.53	39.8	35.37	34.28	137.98	15	14	6		
Anna Hansen	Starlet	32.12	49.47	40.23	34.26	156.08	17	15	7		1
<i>1301-1600cc</i>											
Chris Hulbert	CRX	22.42	34.96	31.00	29.93	118.31	3	3	1		
Brent Jackson	Mirage	24.19	36.69	31.16	31.03	123.07	6	6	2	3	
Tom Hulbert	CRX	22.80	39.54	32.46	29.21	124.01	7	7	3		
Rowan Uhe	Civic	24.15	39.46	32.45	30.48	126.54	8	8	4	4	
Trevor Willmot	Familia	23.75	40.29	33.92	31.91	129.87	10	9	5	5	
Cory Lawton	Astina	25.35	41.36	35.06	33.36	135.13	14	13	6	8	
<i>1601-2000cc</i>											
Chris Subritzky	Sentra	21.37	34.3	31.14	29.2	116.01	1	1	1	1	
Rob Milligan	Sentra	22.96	39.25	37.9	31.25	131.36	11	10	2	6	
<i>2001cc & Over</i>											
Dylan Douglas	Levin	37.12	40.96	34.15	31.47	143.70	16	1st Event			

Hibiscus Coat Motorsport Club Day/Night Bentsprint
Pebblebrook Quarry, Wainui
5 August 2006

Name	Car	Run 1	Run 2	Run 3	Run 4	Comb	O/A	Cls
<i>0-1300cc</i>								
Garry Traves	Starlet	2.09.61	2.13.73	2.18.09	DNS	4.27.70	6	1
Brian Stubbs	Corolla	2.21.20	2.16.01	2.31.89	DNS	4.47.90	10	2
Chris Clark	Starlet	2.36.73	DNS	2.22.11	DNS	4.58.84	11	3
Steven Kirk-Burnnard	Corolla	2.18.39	2.16.92	2.55.29	DNS	5.12.21	12	4
Sam Stubbs	Starlet	2.51.64	2.50.09	3.04.09	3.13.86	5.54.18	13	5
Brendon Wilson	Starlet	2.35.70	2.37.01	3.22.98	DNS	5.58.68	14	6
<i>1301-1600cc</i>								
Chris Subritzky	Corolla	2.07.29	2.06.89	2.11.32	DNS	4.18.21	3	1
Dale Crossley	Corolla	2.09.01	2.11.11	2.10.06	DNS	4.19.07	4	2
Tom Hulbert	CRX	2.14.01	2.10.39	2.20.39	2.15.39	4.25.78	5	3
Phillip Harrison	Tureno	2.19.45	2.14.58	2.18.07	DNS	4.32.65	7	4
Steven Harrison	Tureno	2.18.13	2.14.86	DNF	DNS		15	5
<i>4WD</i>								
Brian Chadwick	Impreza	1.57.64	1.57.01	2.08.09	2.02.58	3.59.59	1	1
Colin Beddow	Impreza	1.57.98	1.58.32	2.02.51	2.03.64	4.00.49	2	2
Cameron Langeley	Mazda	2.14.29	DNS	2.25.36	DNS	4.39.65	8	3
Aaron Belsham	Lancer	2.31.06	2.16.39	DNS	DNS		16	4

(nb: Combined is fastest day run + fastest night run)

OUT AND ABOUT

This month: Far North Rally

Left: The aftermath of a blue-green-blue-green moment. Hopefully we will see you back in action again soon Eric.

Below: Take 600m of shrink wrap, a little alcohol and 3 people who are bored after a good day. Combine ingredients and laugh at the results!



Left: Stephen Porter performs some unorthodox angle parking.

LADDERS

As at 6 August 2006

0-1300cc Championship

40	Garry Traves	(14)	Chris Clark
(35)	Brian Stubbs	(12)	Brent Sefton
(34)	Sam Stubbs	9	Anna Hansen
(30)	Brendan Wilson	9	Mike Barton
18	Leon England	(8)	Lance Haycock
(17)	Steven Kirk-Burnnard		

1301-1600cc Championship

(51)	Tom Hulbert	(9)	Richard Hulbert
38	Chris Subritzky	(9)	Michael Piper
27	Lionel Fleming	(9)	Dale Crossely
(19)	Phillip Harrison	(7)	Cheyenne Matthews
(18)	Chris Hulbert	(7)	Rowan Uhe
(18)	Steven Harrison	6	Chris Reed
15	Brent Jackson	(5)	Corey Lawton
12	Trevor Willmot	(4)	Kenneth Bate
(10)	Eric Uhe	(1)	Scott Harrison

1601-2000cc Championship

59	Stephen Porter	10	Chris Subritzky
19	Jeff Torkington	(9)	Rob Milligan
(16)	Troy Wilmot		

Over 2001cc Championship

(10)	Damian Morris
------	---------------

4WD Championship

(44)	Aaron Belsham	(9)	Jeremy Moore
(40)	Brian Chadwick	(9)	Colin Beddow
(23)	Shane England	(8)	Richard Hulbert
(16)	Corey Lawton	(8)	Cameron Langeley
10	Colin Jones	7	Brendon Witcombe

Production Championship

(19)	Brian Stubbs	10	Chris Subritzky
17	Brent Jackson	(7)	Rowan Uhe
14	Trevor Willmot	(5)	Rob Milligan
10	Chris Reed	(4)	Corey Lawton

Allcomers Championship

1	James Holder	1	Steven Kirk-Burnnard
1	David Wright	1	Steve Worthington
1	Brian Reid	1	Geoff Douch
1	Christo Strydom		

Organisers Championship

8	Karen Stubbs	2	Leon England
8	Sheree Stubbs	2	Sarah Stubbs
4	Russel England	2	Lionel Fleming
4	Peter Bodley	2	Brent Jackson
4	James Barton	2	Paul Stanaway
2	Kelly Traves	2	Brendan Whitcombe
2	Garry Traves	2	Stephen Porter
2	Aimee England	2	Mike Barton
2	Margret England	2	Nikki Barton
2	Colin Jones	2	Louise Reed
2	Trevor Willmot	2	Anna Hansen
2	Chris Subritzky	2	Jeff Torkington
2	Tracey Lithgow	2	Chris Reed
2	James Barton		

Bentsprint Championship

16	Chris Subritzky	(8)	Dale Crossley
15	Stephen Porter	(7)	Steven Harrison
(14)	Phillip Harrison	(7)	Brian Stubbs
14	Garry Traves	6	Jeff Torkington
(10)	Tom Hulbert	(4)	Cameron Langeley
(10)	Eric Uhe	(2)	Lance Haycock
(10)	Colin Beddow	(2)	Chris Clark
(9)	Michael Piper	(1)	Troy Willmot
(8)	Richard Hulbert	(1)	Steven Kirk-Burnnard

Rallysprint Championship

24	Lionel Fleming	(8)	Jeremy Moore
(20)	Brian Chadwick	6	Brendon Whitcombe
(15)	Aaron Belsham	(5)	Brendan Wilson
(13)	Shane England	(5)	Corey Lawton
(10)	Damian Morris	(3)	Steven Kirk Bernard
9	Colin Jones	2	Leon England

Ladies Championship

20	Anna Hansen	(10)	Kathy Torkington
(10)	Gillian Ives	9	Kelly Traves

Trial Navigators Championship

10	Chris Subritzky	9	Kelly Traves
(10)	Gillian Ives	(8)	Brendan Wilson
(10)	Kathy Torkington	(7)	Tim Willmot

Trial Drivers Championship

10	Brent Jackson	9	Garry Traves
10	Jeff Torkington	(8)	Brent Sefton
(10)	Dale Crossley	7	Trevor Willmot

Rally Drivers Championship

34	Eric Uhe	6	Sam Stubbs
11	Justin Glavish	5	Leon England
10	Chris Subritzky	1	Richard Hulbert
9	Don Rubie	1	Stephen Porter
8	Shane England	1	Mathew Moore
7	Lance Haycock	1	Chris Clark

Rally Navigators Championship

34	Gary Rogers	6	Nick Salter
11	Andrew Waklin	5	Brian Stubbs
10	Joel Parris	4	Sarah Stubbs
9	Garry Traves	1	Peter Bodley
8	Charlie McFarquhar	1	Emma Oliver
7	Aimee England	1	Wesley Lawrence

Juniors Championship

(10) Scott Harrison

Autocross Championship

(10)	Tom Hulbert	(5)	Cheyenne Matthews
9	Garry Traves	(4)	Brian Stubbs
(8)	Richard Hulbert	(3)	Aaron Belsham
7	Stephen Porter	(2)	Brendon Wilson
(6)	Chris Hulbert	1	Brent Jackson

Motorkhana Championship

10	Chris Subritzky	5	Brent Jackson
9	Garry Traves	(4)	Tom Hulbert
(8)	Chris Hulbert	(3)	Rowan Uhe
7	Mike Barton	2	Trevor Wilmet
(6)	Brian Stubbs	(1)	Rob Milligan

This Month at the Clubrooms...

Is there someone who you just can't beat on the rally course? How about beating them in the best possible way by shooting them? Electronically of course! This month we are visiting Laserforce for a few games, come along and unleash your inner aggression.

What: Laserforce

Where: Laserforce Auckland, 21b Link Dr, Wairau Park (behind Hoyts cinemas)

When: Wednesday August 16 2006, 7:30pm

RSVP: Stephen Porter, (027) 459 9195



Overall Championship

50	Chris Subritzky	(8)	Brent Sefton
42	Stephen Porter	(8)	Jeremy Moore
42	Garry Trayes	(7)	Steven Harrison
(40)	Brian Chadwick	(7)	Tim Willmot
(32)	Tom Hulbert	(5)	Cheyenne Matthews
(27)	Aaron Belsham	6	Leon England
21	Lionel Fleming	6	Brendon Whitcombe
18	Jeff Torkington	4	Peter Bodley
18	Brent Jackson	4	Russel England
(17)	Dale Crossley	4	James Barton
(14)	Richard Hulbert	(4)	Corey Lawton
(14)	Shane England	(3)	Rowan Uhe
(14)	Chris Hulbert	(3)	Cameron langely
(13)	Brian Stubbs	2	Tracey Lithgow
(13)	Phillip Harrison	2	Sarah Stubbs
11	Kelly Trayes	2	Nikki Barton
11	Colin Jones	2	Louise Reed
11	Trevor Willmot	2	Chris Reed
(10)	Brendan Wilson	2	Anna Hansen
(10)	Gillian Ives	2	Paul Stanaway
(10)	Kathy Torkington	2	Aimee England
(10)	Damian Morris	(2)	Brendan Wilson
9	Mike Barton	2	Margret England
(9)	Colin Beddow	(1)	Troy Willmot
(9)	Eric Uhe	(1)	Rob Milligan
8	Karen Stubbs	(1)	Steven Kirk-Bernand
8	Sheree Stubbs	(1)	Chris Clark
(8)	Michael Piper		

Speed Championship

40	Stephen Porter	(7)	Steven Harrison
(40)	Brian Chadwick	(7)	Brian Stubbs
(28)	Tom Hulbert	(7)	Dale Crossley
28	Chris Subritzky	6	Jeff Torkington
(27)	Aaron Belsham	(6)	Chris Hulbert
22	Garry Trayes	(5)	Cheyenne Matthews
19	Lionel Fleming	4	Leon England
(14)	Richard Hulbert	4	Bredon Whitcombe
(14)	Shane England	(4)	Corey Lawton
(13)	Phillip Harrison	(4)	Brendan Wilson
(10)	Damian Morris	(3)	Cameron Langely
(9)	Colin Beddow	(1)	Troy Willmot
(9)	Eric Uhe	1	Brent Jackson
9	Colin Jones	(1)	Steven Kirk-Bernand
(8)	Michael Piper	(1)	Chris Clark
(8)	Jeremy Moore		
