



CANTERBURY
CAR CLUB

April/May 2020



Manager's Report



Hi All,

I hope you and your family are well during these difficult times? I know that COVID-19 is affecting everyone in different ways, so I don't for a moment know how each of you must be feeling right now. What I do hope is, when all this is over, we can all get back to the track to enjoy our passion of motor racing.

For those of you that will be going through financial hardship and cannot afford to come back and race, please don't cut your ties with the Car Club, we'd love to have you join our amazing team of volunteers. It's imperative to get back to some sort of normality so, for me, keeping our motorsport family together over the coming months is super important.

COVID-19 will have an impact on the Club financially and will most likely continue to impact us over the coming year. Due to good management and a desire from the Management Committee to keep a decent buffer of cash in the bank, the Car Club will get through this intact. Considering we are hearing on a regular basis that other sporting organisations and businesses are having to close their doors, our members should be proud of what our Management Committee have achieved to date.

However, we do need the support of our members right now. If you can afford to pay your membership, please do so. Invoices for April/May membership renewal will be posted shortly, so please pay your fee's

directly into our bank account: 02-0865-0020166-025. This time of the year is when a huge percentage of our memberships are up for renewal, so please continue to support the Club if you can.

For those of you in a position to help us out and save yourself some money over the coming season, we are also going to launch the CCC Supporters Club, where we will be offering three levels of season entry fees. Each of the season entry fees will include your membership, testing and entry fees to the type of events you are in to. Pricing for the Season Entry Fee Packs are, \$1000, \$1500 and \$2200. Please have a read of the advert later in this bulletin for more information on these packs.

We are also actively seeking signage sponsors for the park. If you'd like to support the Car Club, we have sponsorship packages starting at \$2,000 for a sign, from \$10,000 for the naming rights of a corner and if you'd like the naming rights of Ruapuna Raceway, then please contact me for more information.

If you are in a position to help the Car Club financially, please contact me as soon as possible, either via email: mark@canterburycarclub.co.nz or on my mobile: 021241686. The Club is financially secure, but with recent losses and a predicted downturn in revenue over the coming year, any support we can get from our members, will relieve any pressures we face.

Who knows what our event schedule is going to look like when Level 3 ends? Every time we had a plan prior to the Lockdown, MSNZ put in place more rules than what the Government had, so I'm nervous to say it'll be business as usual. What I can say is, we will do everything in our power to get events back up and running. We may need to cut back on a few Test Days over the winter period, as these cost us a lot to run now days. So, if the demand isn't there, we may need to tweak these a little. I think that'll be the reality of everything we do,

see what the demand is and tweak it accordingly. The last thing the Club needs to do right now is run events at a loss.

If there is enough interest, we are looking at running it an event in June or July

The Car Club Office remains closed during Level 3 but will reopen in some capacity under Level 2. If you have any enquiries in regards to memberships or the likes, then you can reach Yolanda at admin@canterburycarclub.co.nz.

Stay safe. I look forward to seeing you all at the circuit soon.

Mark Wederell
General Manager
mark@canterburycarclub.co.nz



CANTERBURY
CAR CLUB

CCC Supporters Club

one fee for the entire season

BRONZE \$1000

- CCC Membership
- Test Days
- Entry Fees for all CCC Clubsport Events
(Circuit Sprints, Autocross, Motorkhana)
valued at over \$1800

SILVER \$1500

- CCC Membership
- Test Days
- Entry Fees for all CCC Mag & Turbo Club Days
- Entry Fees for all CCC Clubsport Events
(Circuit Sprints, Autocross, Motorkhana)
valued at over \$2600

GOLD \$2200

- CCC Membership
- Test Days
- Entry Fees for all CCC Organised Events that you and
your car are eligible for (Club Days, Wigram, Skope,
SI Endurance, Super Weekend of Motorsport, Clubsport)

(driver and car must comply with the event rules i.e. Skope is an invite only event. Driver must be a member of SIERDC and car must be accepted by SIERDC to race in the SI Endurance Series)

valued at over \$4000

If you'd like to support the Car Club by purchasing one of the above Supporters Packs, please deposit the correct amount into the Canterbury Car Club's bank account **02-0865-0020166-025** with your full name and membership type as a reference (i.e. JOHN SMITH GOLD)

We will send out your Supporters Club Membership as soon as the office reopens.

Supporters Club Membership is not transferrable and can only be used by the person named on the card. The membership period for the Supporters Club is July 1 2020 to June 30 2021.

The Car Club cannot guarantee all our events will run as planned, as we have no idea how COVID-19 will affect the 2020-21 season. It is our intention to run them all if we can.

*Please only purchase a Supporters Club Membership if you are happy with these terms,
no refunds will be issued.*

Club Captain's Report

Wow, just wow, if someone had said when I was last writing a club report, that the next one will be written during a global pandemic-induced lockdown, I would have called them crazy (and maybe a few other names!). But here we are, in an uncertain world I fear that we won't really see the full effects of for many months to come, as the economic reality becomes clear. But unlike the virus we have all faced economic uncertainty before, whether it was the GFC or earthquakes, we have unfortunately had to deal with this and have made it out the other side. Things may get tough, but together we can get through it, and hopefully get back to enjoying some Motorsport too. With the 2019/20 season effectively over for most of the race series, congrats goes to those who won Championships. We may not know when we will be back on track but, at this stage, I would hope the next season will start on time.

With not a lot to report on or about I thought I'd take a trip down memory lane, tell you about my first ever event I raced at Ruapuna, and one of my favourite Race meets.

We have to go back to July 13th, 2008. I had competed in other motorsport events in Marlborough (autocross/drags etc) but this was my first attempt at the circuit. I turned up fresh faced with the same car I still race today, albeit with a WOF, Rego and a decent size turbo. I still remember waking up that morning almost sick with nerves, I could hardly eat breakfast! Turning up at that time of the year was a bonus, not too many other competitors so it wasn't such a hectic day. It was day I learnt a valuable lesson. That more power doesn't equal more speed! Even though the car made plenty of power (300hp+) neither I or the car could use it, as a road car it couldn't put it to the ground well, and as a novice I was way off and struggled. I finished the day dead last. For some this would be a bitter pill to swallow but for me it was the taste of driving on the circuit, a taste I've never wanted to give up ever since. The first thing I did to the car once returning home was to pull out the turbo motor and sell it off. I ported, built, and installed a carburetted 13b for the next meeting. I had to remove the EFI system, add a new exhaust system and rewire the car. Believe it or not I did all this in less than two months, as the next event was the 14th of September 2008! Over the next few meetings, I refined the car with tyres/wheel alignment and worked on my driving as much as possible, the change of engine hurt straight line speed but made the car much more drivable. By the time I entered my 5th event I would end up finishing 17th/34, So real progress was being made and with less power, in fact the cars never had more power than it did that first day!



Above a photo of the car just before the first outing

One of my favourite race meetings was early April 2012, the V8ST weekend meeting, one that anyone who entered and raced will never forget for all the right reasons. I didn't have the car pace I wanted (I used the qualify session to run in a new engine!) but that didn't really matter, we had grids of 34 with the final race of that weekend having a grid of 41! Being in the mid pack was some of the most intense racing I've been lucky enough to have. You were never racing just another car, it was always 3 or 4 of you weaving, diving, or driving defensively! The atmosphere of the weekend was incredible, some of the biggest crowds I have seen. The pits were busy and exciting. I hope we get back to the days of this sort of motorsport.



As the car was 2012

It's not lost on me how incredibly lucky we are to live in a land where motorsport is still an achievable thing for someone earning a wage. It isn't easy but I've never regretted a race meeting I've entered, only those I couldn't make it to.

I have so many great memories of racing over the years (in fact my poor old car has now done 74 days of racing!) and have met some awesome people in the process, I know I'll be doing everything possible to make more good memory's

I hope your safe and sane,

As always,

Looking forward to seeing you at the Church of Motorsport

Jason Smith

Club Captain



All Payments

To optimise everyone's safety we ask, where possible, all payments to the Club are made directly into the club account or over the phone by credit card (**available in COVID19 Level 2**)

direct credit payments into our account: **The Canterbury Car Club Inc 02-0865-0020166-25**

As we expect to have an increase in direct credit payments, we ask that you please provide the following information to ensure payments are reconciled quickly and correctly;

- * **Your full name or first initial and surname**
- * **Reference for payment (use initials where necessary, e.g. M1554 for membership No1554, CD4 No512 for Club Day 4 car number 512, etc)**

Thank you for your help, patience and understanding during this tumultous time.

*Thank you to our contributing photographers; Euan Cameron, Craig Crew, Tony Cleghorn
and to our contributing members for their time and content.*



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Skope Classic 2020



It's hard to believe that it's been almost 3 months since we held the Skope Classic. Follow the link below to a video we have created to help us celebrate 30 years of this iconic event.

<https://www.facebook.com/CanterburyCarClub/videos/214914719801226/>

FRONTAL HEAD RESTRAINTS MANDATORY FROM 1 OCTOBER 2020



FOR ALL NATIONAL RACE MEETINGS, INCLUDING CLUB DAYS AND CLASSIC RACE EVENTS, ALL RACE CARS FITTED WITH A SAFETY CAGE, WILL REQUIRE THE DRIVER TO WEAR A FHR. IF YOU DON'T CURRENTLY HAVE ONE, PLEASE MAKE SURE YOU USE THE COMING MONTHS TO PURCHASE THE NECESSARY GEAR AND TO MAKE SURE YOUR RACE CAR IS SET UP CORRECTLY TO ACCOMMODATE THE USE OF THE FHR.

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT MOTORSPORT NEW ZEALAND.
04 815 8015 OR TECHNICAL@MOTORSPORT.ORG.NZ

Drift South - Round 4, 22nd February 2020

Well round 4 at Levels Raceway didn't quite go to plan with the help of a bit of rain (ok, a lot of rain).

The forecast was for a mm or 2 throughout the afternoon, that wouldn't have been too bad, but it bucketed down basically all day.

Practice was reasonably dry, with a few drivers actually having too much grip and after loosening up their cars a bit the rain came at the start of qualifying, not great timing.

Local driver Blair Cochrane managed to tame the conditions better than anyone and came out on top in qualifying.

Close behind in 2nd was Sheldon Kneale whose new S13 was looking amazing, and then Dan Currie and Guy Graham-Bagrie tied for 3rd.

Runaway championship points leader Glen Pupich was not having such a great run with

a big engine miss turning out to be a major issue meaning after one qual lap his day was done.

With the rain not easing there were thoughts of ending the day early, but everyone had made the effort to be there so the day carried on. Unfortunately, this meant the Development Series didn't get as much practice as normal to make sure they could get their scored laps in.

Peter Sarchett just pipped Ashton Anderson to take the top spot 84 points to 82, and new driver Isaac Porter only another 2 points behind in 3rd in his Cresta.

The Pro Drift battles became a bit more of a test to stay on track and not make mistakes, but there were still some great runs pulled out.

Taming the weather, the best to make it through to the top 4 were local drivers Daniel

Scott, Morgan Rooney, Ben O'Brien and Guy Graham-Bagrie, who was having a break from the heat where he is now living in Australia.

Scott and O'Brien won their semifinals to move through to the final battle where it was decided by some off-roading allowing Daniel Scott to take the win.

Hayden Millings and Daniel Swift had their chances to close the gap to the top with Pupich out early, but both struggled in the wet and lost close top 16 battles. Zac Palmer managed to close the gap slightly more with a top 8 elimination.



#18 Daniel Currie, Nissan Silvia S15 front and centre



#212 Sheldon Kneale - Nissan Silvia S13



#85 Guy Graham-Bagrie - Mazda RX7 , #472 Brad Knight - Nissan Skyline R32

Drift South - Round 4, 22nd February 2020



It's all about the preparations, and the support crew, and the checks, and the tyres, and the upgrades, and the skills, and the practice.....



There was some cover to be found for the Drivers' briefing



The elements were definitely in Skid Time mode throughout the day



#44 Daniel Johnson - Nissan Laurel C33,
#115 Blair Cochrane - Nissan 180SX,
#111 Dan Cleghorn - Toyota Supra A70



#6 Clinton Williams - Nissan Silvia S13



#515 Daniel Scott - Nissan 180SX Vs
#51 Morgan Rooney - Nissan Skyline R32



#72 Sam Edinburgh - Nissan Silvia S15 Vs #23 Glen Pupich - Nissan Cefiro A31



#30 James Howard - Nissan Silvia S14 Vs
#92 Brendon Fisher - Nissan Silvia S14



#55 Ben O'Brien, Nissan Silvia S13



#254 Jason Mitchell - Nissan Silvia S15 Vs
#472 Brad Knight - Nissan Slyline R32

Drift South Series 2019/20 Pro Drift Season Points



	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Place
Glen Pupich	108	92	108	15		323	1
Zac Palmer	89	35	84	50		258	2
Daniel Swift	77	30	89	30		226	3
Daniel Scott	15	38	69	102		224	4
Hayden Millings	30	79	82	32		223	5
Sheldon Kneale	5	105	52	55		217	6
Blair Cochrane	52	52	55	58		217	6
Morgan Rooney	55	32	30	72		189	8
Daniel Johnson		67	55	30		152	9
Scott Johnson	52	50	30	15		147	10
Dan Cleghorn	35	50	30	30		145	11
Brendon Fisher	67	15	30	30		142	12
Ben O'Brien	15	30	5	89		139	13
Bradley Knight	50	15	32	32		129	14
Rob Neeley	32	30	15	30		107	15
Sam Dunfoy	35	32	32			99	16
Corey Farrant	30	15	50			95	17
Guy Graham-Bagrie				82		82	18
Dave Heywood	35	30				65	19
Tom Ickenroth	15	17		30		62	20
James Howard	15	15	15	15		60	21
Dave Collier	15	15	15	15		60	21
Dan Currie			5	55		60	21
Daniel Liemburg	5	50				55	24
Clinton Williams		15	30	5		50	25
Dylan Rastrick	30		15			45	26
Jason Mitchell	15	15		15		45	26
Sam Edinburgh	15		15	15		45	26
Alan Dunkley	32					32	29
Benny Yan	15	15				30	30
Sean Binnema	15	5				20	31
Mark Connell		15				15	32
Michael Ryder		15				15	32
Cody Hayden-Holmes	15					15	32
Kieran Meijer		15				15	32
Michael Sloan			15			15	32
Jacob Cuthbert				15		15	32
Troy Campbell			15			15	32
Jonny Martin		15				15	32
Scott Welsh	5					5	40



#33 Daniel Swift - Nissan 180SX



#615 Jacob Cuthbert - Nissan Silvia S13



#132 Zac Palmer - Nissan Skyline R32

Drift South Development Series 2019/20 Championship Points



	Round 1	Round 2	Round 3	Round 4	R5	Total	Place
Ashton Anderson	30	30	30	26		116	1
Peter Sarchett	26	26	23	30		105	2
Mitchell Doake	16	20	20	18		74	3
Campbell McKenzie	14	23	16	20		73	4
Nathan Lodwidge	11	18	13	1		43	5
Phil McAllister	13	12	14			39	6
Ryan Parish	12	14				26	7
Jessey Jamieson			26			26	7
Jack Marshall	23					23	9
Isaac Porter				23		23	9
Cam Gillespie	20					20	11
Benjamin Marshall	18					18	12
James Skurr			18			18	12
Jacob Robinson-Stewart		16				16	14
Mitchell Hamilton				16		16	14
Daniel Caldwell		13	1			14	16
Geoffrey Karst			13			13	17
Matt Patterson	10					10	18
Aaron Dale				1		1	19
Connor Littlejohn				1		1	19



#11 Hayden Millings - Nissan Silvia S13



#99 Rob Neeley - Silvia S15 Vx #55



#51 Morgan Rooney - Nissan Skyline R32

Spotlight on Drift South - Club Member/Competitor: Glen Pupich

What sparked your interest in Drifting?

Owning a Nissan Skyline gts-t back in the early 2000s and seeing some DVDs from Japan of this drifting thing. That looked really cool and not long after that Canterbury Car Club had there first drift day, so I went along and was hooked from that moment.

How long have you been competing?

Since the start back in 2006 but I have had a few years off here and there.

What did you find most challenging about starting out in the Drift Competition?

Can't remember it was so long ago haha, probably nerves when it comes to battle time.

What is your goal in the Drift Competition?

I'm pretty competitive, so the goal is to try win, but also have fun and try put on a good show with close chases. This seasons goal is to win my third driftsouth championship.

What advice would you give to anyone interested in giving Drifting a go?

Get out to a Canterbury Car Club have a go day or a drift school day, you will be hooked after that in any spec car.

What has been your most memorable experience (on/off track) while competing?

I have a lot - some of the after parties back in the day were memorable with some good people, but it would have to be on track winning a licence to D1GP back in 2006, when I got an invite to take my car to America to Irwindale Speedway to compete against the worlds best back then. Unfortunately I couldn't find the funds needed. Also my two Driftsouth Championship wins.

Did you have to modify your car to meet the code for Drift?

My car is a pretty basic 1989 Nissan Cefiro A31, has all the safety stuff; roll cage, race seats, harnesses etc.

The suspension is important in a drift car so thats all been replaced with aftermarket stuff throughout. It has a SR20DET stroked out to 2.2 with holset turbo plus lots more. Makes 500hp at the wheels. A good gearbox is important when you start to add lots of grip to the car so I have a WAGS dog box and GTR diff to handle the abuse.

What new skills have you developed?

A lot of mechanical skills

Where to next, or are you a Drift-only convert? Drift only for me, no other feeling like sliding a car around the track. Maybe some circuit racing someday.



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Spotlight on Circuit Sprints - Club Member/Competitor: Sharon Keir

What sparked your interest in Circuit Sprints? I've always been brought up around racing since I was a little kid, having to travel from Nelson to Christchurch to watch my Dad race. I was never a big fan of it but I knew one of dad's daughters had to keep the racing in the blood!

How long have you been competing? I am half way through my 6th season.

What did you find most challenging about starting out in Circuit Sprints? Would definitely be trusting other race drivers on the track not to hit me, or for me to lose control around and I hit them! Everyone on the track is very respectful of other drivers and give you plenty of room.

What is your goal in the Circuit Sprints Competition? My number one goal is to always try finish in the top 50% of all my events and make my Dad, who can no longer race, proud. Even if I don't finish in the top 50%, to finish and get the car on the trailer in

one piece, I think I can speak for everyone, is an achievement in itself!

What advice would you give to anyone interested in giving Circuit Sprints a go? It's not that scary or hard to give it a go. Everyone is so friendly, no one is judged, it's such a great adrenaline rush and, although I'm a female, the guys don't treat me any differently and I sure give them a good run for their money too! I've learnt a lot about the handling of a car when it all goes wrong (haha) and I've met and gained some pretty cool friendships!

What has been your most memorable experience while competing? Beating my partner Nigel in the drags in his own car! Even if it was only by 0.002 seconds!

Did you have to modify your car to meet the code for Pursuit Sprints? No, I have a dedicated race car, but you are able to compete in a road car class if anyone is interested

What new skills have you developed? Definitely car control.

Where to next, or are you a Pursuit Sprint -only convert? Would love to give a Car Club Day event ago and line up next to Nigel on the grid!!

Have you received any advice from fellow competitors that paid off big dividends for you? I have had a lot of help from different people at different levels of racing, and my times have progressed rapidly. My very first time around Ruapuna was a 2min 18secs. I have now done a 1min 41 as my fastest!

And lastly, I want to give a massive thanks to a few people who have helped me since day one, I wouldn't be this far or this successful without you! Mum and Dad, Nigel Kiddey from Autoscan, Jason Atkins and Tim Cook from Carters Tyres, Dan and Kylie Brand from Cruzy Campers.



Spotlight on Circuit Sprints - Club Member/Competitor: Brenda Wilson

What sparked your interest in Circuit Sprints?

A good entry level to motorsport for me since my husband got back into racing.

How long have you been competing?
3.5 years.

What did you find most challenging about starting out in the Circuit Sprint Competition?

Getting over the nerves.

What is your goal in the Circuit Sprint Competition?

To continue to better my times.

What advice would you give to anyone interested in giving Circuit Sprints a go?

Just enjoy the day and don't put too much pressure on yourself.

What has been your most memorable experience while competing?

Turn One. 360 in the wet and staying on the track. 720 in the dry and ending up in the gravel trap. (thanks to the guys for towing me out).

Did you have to modify your car to meet the code for Circuit Sprint?

No.

What new skills have you developed?

Driving smoother to better my lap times.

Where to next, or are you a Circuit Sprint-only convert?

Content with Circuit Sprints.

Have you received any advice from fellow competitors that paid off big dividends for you?

Lots of advice from my husband who also races the car.



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Navigation Rally Round 10

19th March 2020 - The CCC North Canterbury Trophy Nav Rally

The last motorsport event in NZ before Covid-19 Lockdown.

The Winners write: With the sun setting so much earlier than last month and the need for headlights we ventured north of Christchurch to the small town of Leithfield, knowing that this Navigation Rally was set up by Brent Rawstron and Ian McKee could throw many curveballs our way. We started the night with a great meal at The Old Leithfield Hotel before setting off to start the event with a total of 9 cars.

The first section included two trips around the block, including the main state highway set the mood as we got stuck in, although before things got underway our Check schedule had the previous days date on it catching many of the teams out. As we worked our way from the hotel grabbing all the checks before winding up at the manned check,

although we did miss-read a check board and missed one of the checks due to the incorrect date on the check schedule. We were on track and finding our way to the control to end the first section. With a fresh check sheet we were off again to explore for more checkboards and found our way to a check by the name of BOB by carrying an L check code along with using the over-rider which only one other team got.

The third and final section included the most amount of checks and the final check schedule that required some back and forth past the Sefton multiple, we did miss-read an instruction and lost some time and also missed the check code NN by not deleting the u in the check sheet. Only one of the teams got this. We did however manage to be the only team to get the NON check by deleting twice, once for the over-rider and once

for the check code on the schedule. By now we were heading to the end for some dessert and to await the results at the final control. On the night we were surprised to see we were in second place to the formidable Mark Wederell, Chris Protheroe and Barry Higham. However, after a recheck we have come away with the win. A great Navigation Rally and a huge thanks to Brent and Ian for the organising along with their wives for helping at the manned checks. We will wait and see when we are allowed to gather for the next one.

Nathan Clive, Shane Arundel, Dan Patrick, Dwight Parlane

19th March 2020 - RESULTS

Place	Team	Checks	Time	Total
1st	Shane Arundell D, Dan Patrick C, Dwight Parlane T & Nathan Clive N	180	55	235
2nd	Chris Cunningham & James Kingsland D - R	300	43	343
3rd	Mark Wederell D, Chris Protheroe T & Barry Higham N	300	45	345
4th	Allan Coker D, Shelly McSaveny C, Peter Flewellen N & Ray Hunton T - R	420	25	445
5th	Giles Pinfold T & N and Colleen Pinfold D - R	480	26	506
6th	Paul Cunningham, Emily Cooper N, Simon Cunningham D & Sharon Cunningham C - R	480	36	516
7th	Blair Thorpe, Vanessa Thorpe D and Jackie Breach T	480	58	538
8th	Doug Good D, Teresa Good N, T & Pat Good - R	780	53	833
9th	Jeff Chamberlain D, Wendy Lee N, Luke Steele C & Kris Hunter P - NM	780	55	835



CANTERBURY
CAR CLUB

LEVEL 2 RACE DAY

All going well, we want to run a small race day when we move to Level 2. Obviously, we will only do this if we believe we can run it safely and in compliance with all the COVID-19 rules.

Plan A is to run it on Sunday June 21. If we cannot run the event on this date, Plan B is for July 12. Or maybe both dates.

Now that we know we can only have 100 people onsite, we will need to restrict it to 60 competitors, allowing a maximum of 40 volunteers. To gauge interest in such an event, if you are keen to support this event, please email mark@canterburycarclub.co.nz with your car details and class you normally run in. We may run 2 x grids of 30 cars or 3 x grids of 20. To make these race days possible, it would be driver only, no crew members, as we simply cannot make it work with less than 60 competitors. Entry fee will be \$220.

This will be a closed event to the public. It will be for competitors and volunteers only. Pre-entry will be mandatory, absolutely NO on the day entries. If your name is not on the gate list, you will not get into the park. Your safety is our number one priority right now!

Keep an eye out for entry details on the Car Club website, Facebook and your inbox (we will send a link to the entry form out via email as soon as we set the date).

boogity, boogity, boogity, lets go racing.....

RACE VEHICLE TEST DAYS

We plan to start running test days as soon as we move to Level 2. Keep an eye on the Car Club website and Facebook page for updates.

Test Days will require pre-registration, so we can manage the day safely. There will be no passenger rides at test days during Level 2.

Navigation Rally Round 9 February 2020 - The RATEC Prize-giving Rangiora Nav Rally

The Winners write: Graeme set out to bamboozle the competing crews with a set of SR's that looked like they had been extracted from a science fiction comic.

As the regular victims gathered around the Start all muttering Sharpie this and that and Didymo what's that for and these Giveway/Stop signs they don't look like real ones. Malcolm says nothing cos he knows nothing.

We get our Supplementary Regs, set our time clocks and go and sit in the car for 20 minutes looking at a very nice coloured round picture with some numbers on, some thinking it was real and the rest of us totally ignored it and 17 different words for the cri's to start with, the rest looked ok.

We don't even get to the Odo thinking have we missed something, no just stick to our usual rule make one decision stick with it, and carry on. A check, a Time check, a check then it's hello Lindsay for the first time, then the next three checks (pul, cul, sut) are used three times for three incorrect cri's one for a bear right that a few did, as I haven't a checks missed list I don't know who they were but a few top crews were amongst them.

We all know Lindsay very well now and after our third visit I said "we are not coming back here again", and we didn't. It was good to get away. The rest were pretty much usual traps one more angle (acute) a few incorrect signs and we are all done.

A pretty close result between second and forth places, (101, 102 and 104).

Good effort Graeme and team and to Malcolm with seven time checks to work out it can't have been easy.

We were very surprised winners, being the only two person crew in the slowest vehicle and after the grief I gave Sharpie at the finish...

Cheers Doug G

20th February 2020 - RESULTS

Place	Team	Checks	Time	Total
1st	Doug Good D, Teresa Good N, T & Pat Good - R	0	84	84
2nd	Brent Rawstron D, Peter Monroe N & I McKee T	60	41	101
3rd	Allan Coker D, Peter Flewellen N & Ray Hunton T	0	102	102
4th	Blair Thorpe N, Vanessa Thorpe D & Jackie Breach T	60	48	108
5th	Chris Cunningham, James Kingsland D, Jacqui Doogan N & John Doogan T - R	60	78	138
6th	Mark Wederell D, Chris Protheroe T & Barry Higham N	60	102	162
7th	Paul Cunningham N, Pam Cunningham D, Sharon Cunningham T & Emily Cooper C - R	120	84	204
8th	Shane Arundell D, Karl Buchanan C, Dwight Parlane T & Dan Patrick N	180	129	309
9th	Jeff Chamberlain D, Wendy Lee N, Luke Steele C & Kris Hunter P - NM	540	480	1020

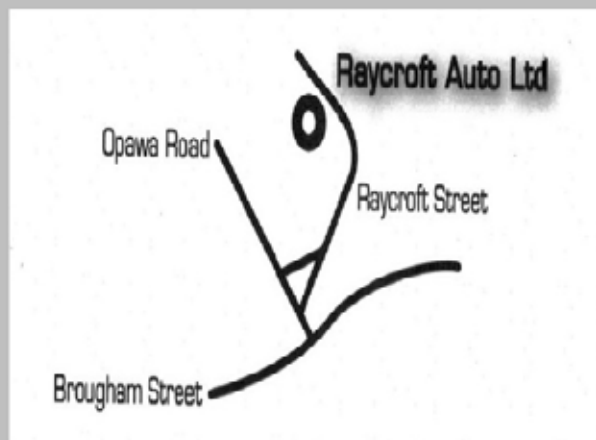
2019/20 CCC Navigation Rally Championship Up to and including Round 10

PI	OVERALL Champions	Pts	Closed Driver	Pts	Closed Navigator	Pts	PI
1st	Peter, Ian & Brent	240	Brent Rawstron	112	Peter Monro	112	1st
2nd	Shane, Nathan, Dan & Dwight	207	Mark Wederell	110	Barry Higham	109	2nd
3rd	Mark, Chris and Barry	203	Shane Arundel	103	Peter Flewellen	95	3rd
4th	Allan, Peter and Ray	194	Allan Coker	95	Blair Thorpe	78	4th
5th	Blair, Vanessa and Jackie	170	Vanessa Thorpe	76	Dan Patrick	53	5th
6th	Graeme Matheson & crew	147	Graeme Matheson	50	Nathan Clive	50	6th

Points after 10 Rounds with 2 worst rounds dropped. Best 11 results of 14 Rounds count for Overall Championship.
All rounds count for the driver/navigator Championships.

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Spotlight on Navigation Rally - Club Member/Competitor: Ian McKee

What sparked your interest in Nav Rallies?

I started in 1989 while organising the Shell Silver Fern Rally - promoted by the CCC. I was invited to help with the rally by Marian Fletcher, and through this, met Brent Rawstron. I was invited out one night on a car trial (as it was) which started in Lester Lane and would have had perhaps 30-40 vehicles along? !!!! Our crew was Brent, John Kennard, and Mike Fletcher.

How long have you been competing?

That would be 30 years now.

What did you find most challenging about starting out in the Nav Rally Competition?

Back then, events were much more difficult. And to be honest, for the first few, I had absolutely no idea what was happening. I am sure many crews feel like that. In reality it took me 2 years to figure it out. By then, we were doing Gold Star events, covering 2 days, so along with the monthly trials, there was plenty of practice, and everyone was very helpful answering my endless stupid questions (I haven't stopped !).

What is your goal in the Nav Rally Competition?

Firstly - to have fun. To go out with a bunch of like-minded people and enjoy ourselves. Despite our team's success - winning isn't as important as it once was - we just enjoy this sport immensely.

What advice would you give to anyone interested in giving Nav Rallies a go?

To come out and try it - and not to give up. It really does take a while to get your head around this. But many do, and now challenge regularly for wins. Ask lots of questions. Try and get a ride with an experienced crew. That is the best way of learning.

What has been your most memorable experience while competing?

Too many to mention. Winning 4 Gold Stars for trialling was pretty cool. Going to some amazing places all over NZ also good. Most memorable was perhaps the night we were sitting on the top of the stop-bank over the railway line over Spencerville Road, trying to line up the car headlights on a CHECK we couldn't quite see, when the horn of an oncoming train sounded, and Brent dropped the clutch, and we speared off the track just before the train went by..... NOT to be repeated !!!

Did you have to modify your car to meet the code for Nav Rallies?

No - we've used a wide range of vehicles over the years - all standard vehicles. A good set of headlights helps at night, as does a good interior light in the back for reading. These days, I use a GPS rally trip meter in the back seat for timekeeping as reading the ODO is too much for our driver ;-)

What new skills have you developed?

Very good navigational and organisational skills. I am still directionally challenged right for left, but my crew are now used to this. We love organising events very much - so being organised helps with this. Being meticulously careful in checking everything is also important.

Where to next, or are you a Nav Rally-only convert?

No - while we love our nav rallies, Brent and I still compete in normal rallies in the BDA Escort.

Have you received any advice from fellow competitors that paid off big dividends for you?

Yes - Lots of collected advice, and while no one piece stands out - I think just asking lots of questions and making sure you understand the answers. We have some fabulous navigational proponents in Canterbury, and our sport is supported by several clubs, so do go out and have a go. And we've been working on, designing, and doing on-line virtual navigation rallies. Giles Pinfold has run one already (a table top map reading), and I'm issuing another this week - using Google street view. Great fun in lockdown!



Ian McKee, Peter Monro, Brent Rawstron

Spotlight on Navigation Rally - Club Member/Competitor: Blair Thorpe

What sparked your interest in Nav Rallies?
Then Club Captain Allan Coker suggested giving it a go so decided to go along and joined an existing team to have a taste.

How long have you been competing?
8 years we think, although only a few events in the first few years, we try and compete every month now.

What did you find most challenging about starting out in the Nav Rally Competition?
Not getting lost!

What is your goal in the Nav Rally Competition? To have fun and enjoy the social catch-up with lots of great people.

What advice would you give to anyone interested in giving Nav Rallies a go?
Just give it a go, and don't give up after the first few, you're always learning and improving (mostly).

What has been your most memorable experience while competing? Lots of laughs and fun along the way.

Did you have to modify your car to meet the code for Nav Rallies?
Not really, it's just our everyday road car, we just carry a fire extinguisher and first aid kit which is a good idea to have in your car anyway.

What new skills have you developed? Long range reflector spotting.

Where to next, or are you a Nav Rally-only convert? We're quite happy just competing in nav rallies, volunteering at race days and speed events keep us busy, but nav rallies are a great mental challenge and we enjoy the social side of it with some really great fellow competitors.

Have you received any advice from fellow competitors that paid off big dividends for you? The late Dave Lee, Colin Dangerfield and Nav Rally convenor Ian McKee have all been great with helping us improve. Years of experience really shows as you're constantly learning and improving.

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Autocross Championship - Round 4, 23rd Feb 2020

Surface: Grass

Place	Driver	Car	Member	CC rating	Seconds	Points
1	Karl Celeste	Mini	CCC	1293	237.64	30
2	Adrian Harris	Mini Moke	CCC	1340	239.62	26
3	Ashley Needham	Forester	NM	1998	240.96	0
4	Daniel Males	Mini	Asport	1275	247.76	0
5	Gavin Williams	CRX	CCC	1598	250.54	23
6	Ben Gill	WRX	CCC	3400	254.75	20
7	Neil Gardner	Starlet	CCC	1330	258.96	18
8	John Rathgen	Pulsar	CCC	3396	263.44	16
9	Caleb Sim	Swift	Asport	1598	265.29	0
10	Allan Coker	Gravel Xprs	CCC	3400	265.49	14
11	Toby Dawbar	MX5	CCC	1598	268.94	13
12	Brayden Sim	Swift	Asport	1598	269.55	0
13	Peter Flewellen	Mini	CCC	2790	271.08	12
14	Nicholas McCullum	Starlet	Asport	1340	271.48	0
15	Dick Gardiner	Starlet	Ratec	1340	275.87	0
16	Nick Boyd	Integra	CCC	1590	277.66	11
17	Anna McCullum	Starlet	Asport	1340	292.77	0
18	Jake Shields	MX5	CCC	1598	317.91	10

J indicates junior driver (25 years or younger) * indicates a cone struck and 5 seconds penalty has been added

NS indicates non point scoring entry NM indicates non-member as does the name of another club (i.e. Ratec)

Indicates a wrong direction and slowest time plus 5 seconds has been used

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CANTERBURY CAR CLUB

2019/20 Motorkhana Champion Results

Updated March 2020, after Round 10 of a 12 Round year

The Best 9 Results (75% rounded up) Are Counted In Each Championship

Overall Points		
Pos.	Driver	Points
1	John Rathgen	226
2	Tony Chapman	219
3	Neil Gardner	188
4	James Chapman	169
5	Gavin Williams	137
6	Allan Coker	136
7	Karl Celeste	128
8	Peter Flewellen	110
9	Toby Dawber	109
10	Adrian Harris	105
11	Toby King	93
12	Daniel Collis	86
13	Benny Yan	41
14	Chris Protheroe	38
15	Julia Foster	29
16	Nick Boyd	28
17	Mark Wederell	13
17	Turner Harris	13
19	Warren Bryant	11
20	Barry Eggleton	10
20	Ryan Parish	10
22	Jake Shields	5

Class 3 Points		
Pos.	Driver	Points
1	Neil Gardner	229
2	Toby Dawber	205
3	Daniel Collis	179
4	Gavin Williams	160
5	Adrian Harris	86
6	Nick Boyd	57
7	Julia Foster	56
8	Benny Yan	43
9	Warren Bryant	18
10	Jake Shields	13

Class 4 Points		
Pos.	Driver	Points
1	John Rathgen	270
2	Allan Coker	213
3	Peter Flewellen	187
4	Toby King	178
5	Chris Protheroe	49
6	Benny Yan	23
7	Ryan Parish	20
8	Mark Wederell	18

Class 1 Points		
Pos.	Driver	Points
1	Tony Chapman	270
2	James Chapman	234
3	Allan Coker	23

Womens Points		
Pos.	Driver	Points
1	Julia Foster	90

Class 2 Points		
Pos.	Driver	Points
1	Karl Celeste	150
2	Adrian Harris	53
3	Gavin Williams	26
4	Turner Harris	26
5	Barry Eggleton	26

Junior Points		
Pos.	Driver	Points
1	James Chapman	240
2	Nick Boyd	75
3	Jake Shields	23

Motorkhana Results - Round 10

15th March 2020 - Surface grass

position	Driver	Car	Capacity(cc)	Time (sec)	Club
1	Adrian Harris	Moke	1340	166.89	CCC
2	Karl Celeste	Mini	1298	168.91	CCC
3	John Rathgen	GTI-R	1998	169.89	Ratec
4	Daniel Males	Mini	1275	170.88	CCC
5	Tony Chapman	Mini	998	175.05	CCC
6	Michael Veronese	Tiara	1498	176.23	CCC
7	Neil Gardner	Starlet	1331	177.06	CCC
8	Benny Yan	MX-5	1598	177.11	CCC
9	Dwight Parlane	Civic	1598	178.63	Ratec
10	James Chapman	Mini	998	184.49	CCC
11	Peter Flewellen	Mini	1500	188.82	CCC
12	Allan Coker	Impreza	2000	191.83	CCC
13	Hamish Bennie	Mini	1275	192.35	CCC
14	Luke Hamilton	MX-5	1800	193.65	CCC
15	Dorian Monin	MX-5	1836	195.64	CCC
16	Toby King	Skyline	3500	196.44	CCC

Motorkhana - Club Member/Competitor: Tony Chapman

What sparked your interest in Motorkhanas? Pt 1. A long time ago, I spent some redundancy money on a '67 Cooper S, and at the place where I then worked, there was someone who's boyfriend had a Mini and was active in RATEC, so I turned up to some events and realised that a Mini was pretty good, and Motorkhanas were a good competition without requiring a full-blown competition car.

Pt 2. James was nearing age 12, and keen on cars, so we bought a '78 Mini and did my first 2nd age Motorkhana the following morning.

How long have you been competing? About 6 1/2 years in this second phase.

What did you find most challenging about starting out in the Motorkhana Competition? Assessing the course and conditions to know when/how hard to push (particularly on grass).

What is your goal in the Motorkhana Competition? To show that despite only having 29hp, you can compete against more "substantial" competition. Also, to win the Championship for a 3rd time (won't be this year though).

What advice would you give to anyone interested in giving Motorkhanas a go? Just come out and do it. It's not hard on your car (if you don't want it to be), cheap mornings motorsport, great bunch of people. Study the courses before you line up to start!

What has been your most memorable experience while competing? Seeing James develop as a driver. He's beaten me on a few courses, but yet to do it on an event.

Did you have to modify your car to meet the code for Motorkhanas? Didn't have to, but like most Mini's out there it has been modified. Discs, adjustable suspension, manifolds, seats.

What new skills have you developed? Car control, searching for the grip when there isn't much.

Where to next, or are you a Motorkhana-only convert? Have only done Motorkhanas in the Mini because - 29hp! Have built an MX-5 as a tarmac rally car. Did 3/5's of 2018 Targa, and have since done the last two Club Race days and a dual car sprint. Have also navigated in the Mainland Rally series ('90's) and as I was recently reminded, co-drove in a friend's RX-7 in the '92 (or '93) Route 66 Southern 200.

Have you received any advice from fellow competitors that paid off big dividends for you? There's lots of knowledge in the core Motorkhana team, so there's a healthy amount of "advice" for us more experienced competitors, and lots of useful advice given to newcomers.



CANTERBURY CAR CLUB

Club Championship Points 2019/20 Season

Top 29 Overall

Place	Driver	No of events	Points to date	Place	Driver	No of events	Points to date
1	Peter Flewellen	19	388.0	16	Shane Arundel	5	131.0
2	Allan Coker	13	242.0	17	Terence Phillips	5	131.0
3	Neil Gardner	8	200.0	18	Jason Smith 22	5	127.0
4	John Rathgen	8	194.0	19	Nathan Clive	5	125.0
5	Chris Protheroe	7	176.0	20	Toby Dawber	9	124.0
6	Karl Celeste	7	169.0	21	Ray Hunton	6	124.0
7	Tony Chapman	8	165.0	22	Mark Neville	6	123.0
8	Gavin Williams	7	158.0	23	Reuben Adams	4	110.0
9	Jason Atkins	7	155.0	24	James Chapman	6	110.0
10	Mark Wederell	6	152.0	25	Nigel Kiddey	5	109.0
11	Ian McKee	6	150.0	26	Blair Thorpe	5	109.0
12	Peter Monro	6	150.0	27	Vanessa Thorpe	5	109.0
13	Brent Rawstron	6	150.0	28	Ben Herron	5	108.0
14	Adrian Harris	7	149.0	29	Daniel Collis	9	106.0
15	Barry Higham	5	138.0				

[Full Results](#)

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Mag & Turbo Club Day 4 - 1st March, 2020



Formula Libre Class #14 Jeremy Lush - Lotus Replica 7 and #34 Steve Donaldson - Van Dieman RF90, pack in tight on the bend



Paul Clarke in the beaut Holden EH



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#47 Piers Mingham, #30 Maurie Bone,
#28 Bill Evans



#71 Chris Gambell - Ford Escort Mexico
#66 Ian Stevens - Ford Escort MkIII



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#411 Nigel Paddon leads the bulk of the pack through the bend

Mag & Turbo Club Day 4 - 1st March, 2020



#77 Les Miller - Ford Cortina MKIII in the Classic Saloons pack



#88 Mark Hamilton, #178 Hayden Cox, #27 Nigel Huston



#34 Steve Donaldson in his shiny silver Van Dieman RF90, looking schmick in the Formula Libre Class



#42 Corey Ross, #27 John Smolenski, Ford XP Falcon



#27 Steve Pauling - Ford Escort RS2000



Formula Libre's #2 Brian Dixon in his styling Van Dieman RF84

Mag & Turbo Club Day 4 - 1st March, 2020



The Pre '65 pack



Continental Rennsport lining up for some fast-paced action



Pre '65 Class #64 Cliff Brunning - Holden EH



#284 Ben Herron poised for some quality track time with #64 Reuben Adams - battle of the Starlets about to begin!

Mag & Turbo Club Day 4 - 1st March, 2020



#8 Paul Wallace - Mazda RX7 Series 1



#105 Steve Howell - BMW E30



#81 Jason Atkins - Nissan Bluebird Attesa follows #41 Stewart Callaway - Porsche GT4 Club Sport on to the track



#24 James Askew - Mazda RX7 Savana



#110 Randall Diggs - Datsun SSS



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Driver Refresher - MSNZ Code of Driving Conduct

Revision and Refresher time folks! We hope you find the following information worthy of a read - if you are new to motorsport, or even if you are not so new, it's always a good idea to brush up on the nuts and bolts!

The following are guidelines to clarify situations that can occur during races. There are 2 overriding principles that apply at all times:

- **Firstly, a driver must not cause an avoidable accident**
- **Secondly, drivers must give each other "racing room"**

1. General – the responsibility for passing another car safely rests with both drivers. The overtaken driver should be aware that he/she is being passed, he/she must not impede the pass by blocking and both drivers must give each other racing room.

2. Right to the Line – the driver in front has the right to choose his/her line on the track so long as it is not considered blocking. A passing driver only has the right to his own line when he can make a pass without contact and there is adequate room to achieve it.

3. Blocking – a driver may choose to protect his or her position so long as they do not block. Blocking is defined as 2 consecutive line changes on a straight to protect their position and in doing so, impede the vehicle that is trying to pass. Drivers are prohibited at all times from changing lines in a corner.

4. Car to Car Contact – contact between cars when passing, resulting in one car having an off track excursion or one car gaining an advantage is not permitted. Late diving to the inside of a corner to pass or attempt to pass is not permitted if contact with another car results.

5. Racing Room – in the situation where a car is required to give "racing room" - it is defined as a full car width between the subject car and the edge of the track or another car.

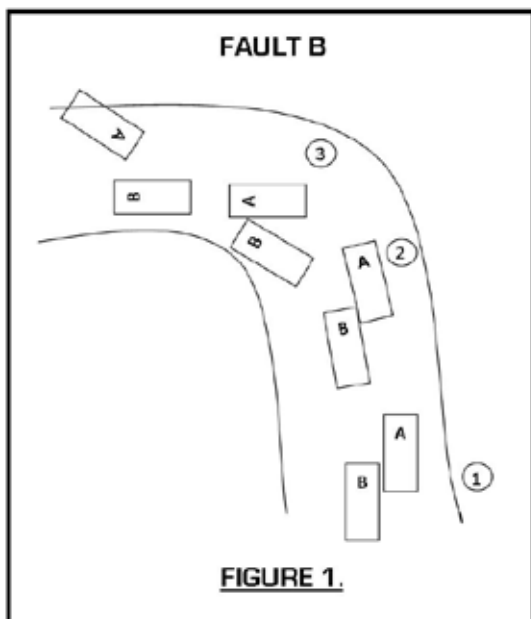


Figure 1.

Car B is attempting to pass car A going into a left hand corner. There is contact between the 2 cars at point 2. At that point car A has the right to his line through the corner and car B is not able to maintain their line without contact. Car B caused contact, so car B is at fault.

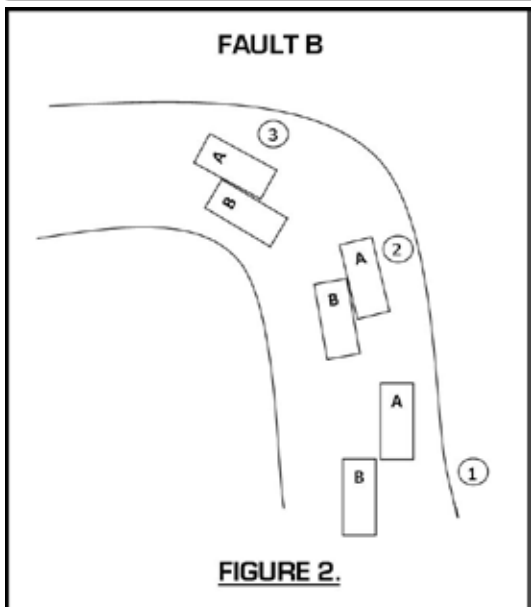


Figure 2.

Car B is attempting to pass Car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding his line and leaves room for car B to make the pass, car B has an obligation to make the pass without contact, car B is at fault.

Driver Refresher - MSNZ Code of Driving Conduct

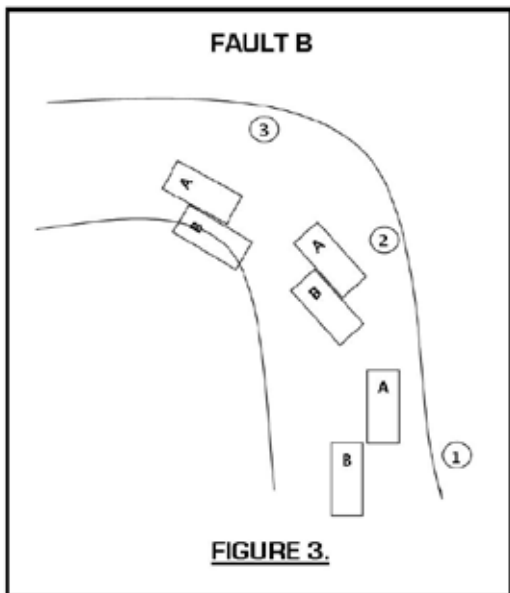


Figure 3.

Car B is attempting to pass car A going into left hand corner. There is contact between the 2 cars at point 3. Car A is holding the line and car B has pushed its way into a gap that isn't there. Fault lies with car B.

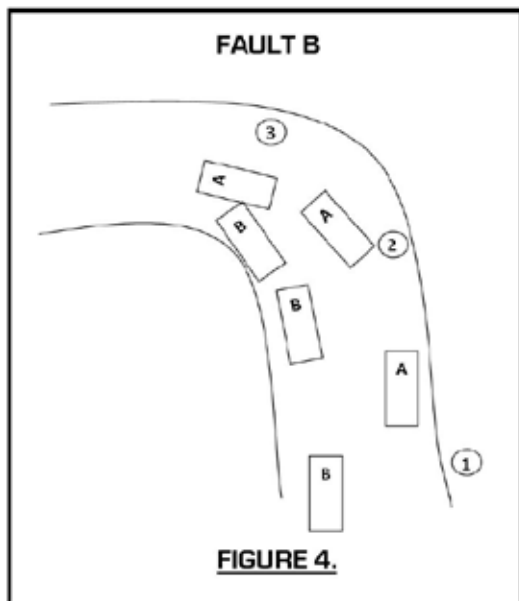


Figure 4.

Car B is attempting to pass car A into a left hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B is attempting a last minute pass and ends up locking all four wheels and sliding into the side of Car A. This is a collision possibly resulting from poor judgement and over aggressive driving on the part of car B. Car B is at fault.

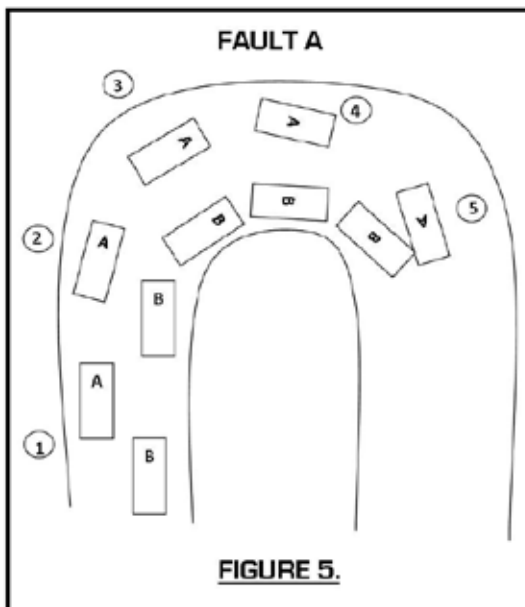


Figure 5.

Car B is attempting to pass car A on the inside of a tight right hand turn. At points 3 and 4, car B has pulled alongside car A and clearly has the right to be there. There is no excuse for the driver of car A not to see car B at point 5. He has not given car B racing room. Fault lies with car A.

Driver Refresher - MSNZ Code of Driving Conduct

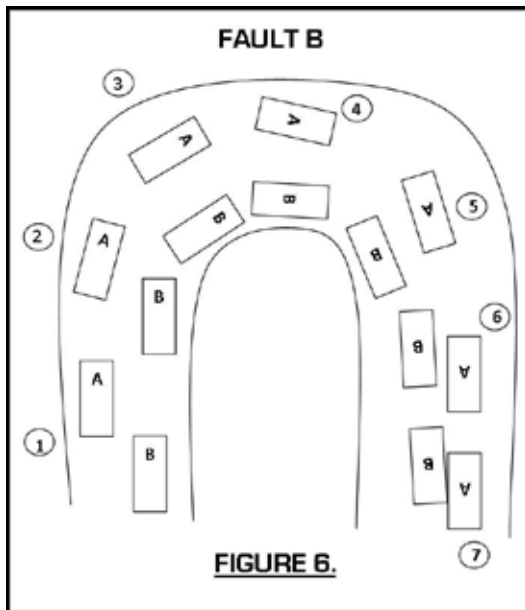


Figure 6.

This is similar to Figure 5; however, car A regains the lead and control of the line after point 6. Car B makes contact with the side of his nose to the rear of the tail of car A with the real possibility of spinning him causing car A to leave the circuit. Fault lies with car B for this contact.

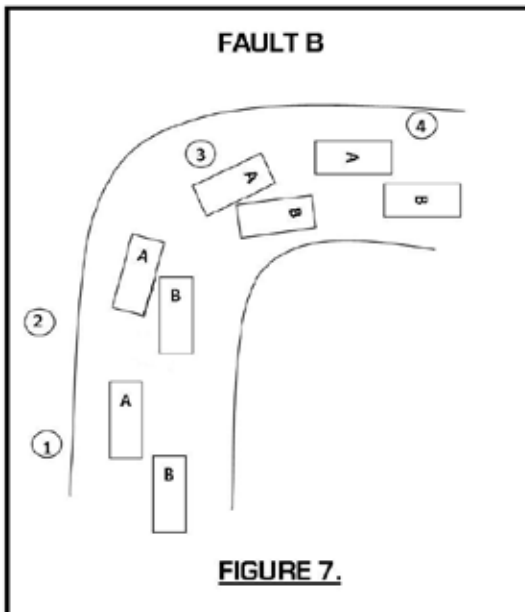


Figure 7.

Car B attempts to make a pass on car A. At point 2, all is ok as both cars have racing room. However at point 3 the driver of car B loses control of the rear of his car and makes contact with the side of car A. This might normally be considered a racing incident however, it could be considered that car B was overdriving, fault would likely to lie with car B as it gained an advantage through contact.

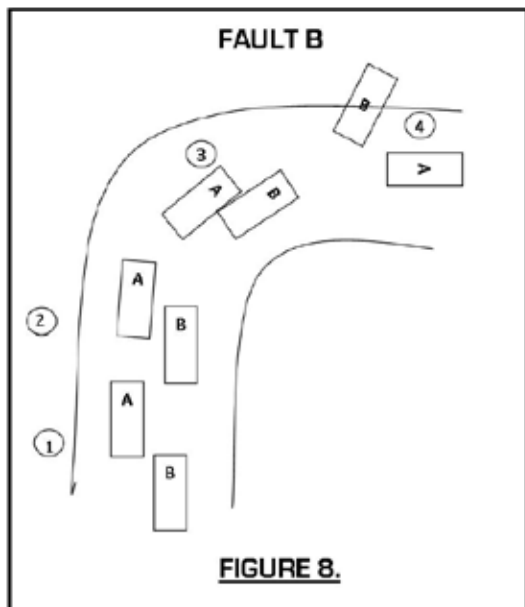


Figure 8.

Car B attempts to make an inside pass but misses the turn in point probably due to overdriving and continues straight ahead. The driver of car A is expecting the pass and has allowed car B plenty of room. Car A makes the assumption that car B will turn in at the normal turn in point and the result is contact at point 3. Fault is with car B.

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Treasurer	Peter Thorby	021 243 7382	(03) 351-1877	peter.s.thorby@gmail.com

Race	Speed	Basic Clubsport - Motorkhana
Jason Atkins	022 314 1104	Shelly McSaveney 0276 694 847 Steve Hall (03) 323 7886
Shelly McSaveney	0276 694 847	Nigel Kiddey 021 349 227 John Rathgen 022 194 4599
Nigel Kiddey	021 349 227	Vanessa Thorpe 027 876 9882 Neil Gardner 027 651 9993
Daniel Brand	027 322 4210	Sharon Keir 021 2727 523 Karl Celeste 0274 331 425
Geoff Watson (*rep)	027 325 3269	Jay Townshend 027 609 7877 Dwight Parlane (RATEC Rep)
Jason Smith (*rep)	021 565 679	Jason Smith (*rep) 021 565 679 Gavin Williams 021 148 0959
Vanessa Thorpe		Jason Atkins 022 314 1104 James Chapman 03 343 2117
Blair Thorpe (*rep)	021 272 7523	Hamish Thompson 021 859 859 Tony Chapman 021 624 104
	Allan Coker	027 255 2669 Peter Flewellen 021 041 3447
	Jon Roebuck	021 203 2616 Chris Protheroe 0274 187 958
	Blair Thorpe (*rep)	0212727523 Blair Thorpe (*rep) 021 2727 523

Rallies	Drift
Ian McKee	021 310 010 Chris Protheroe 027 418 7958
Brent Rawstron	021 845 272 Cara Hall 020 402 17572
Barry Higham	021 444 110 Ryan Abrahamson 027 376 1537
Shelly McSaveney	0276 694 847 Shelly McSaveney 027 669 4847
Dan Patrick	27 879 0720 Carla Lynn 020 411 83987
Shane Arundel	27 275 8501
Nathan Clive	027 487 6217



CANTERBURY
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Mike Pero

MOTORSPORT PARK