

welcome to

2017 Edition 1

FLAT OUT

The Magazine dedicated to the Rallysprint series



 **SUSPENSION TECH**
WWW.STECH.CO.NZ

 **NEIL ALLPORT**
MOTORSPORTS

 **ABC PIPEFITTERS**
Ph: 021 222 0123

RALLYSPRINT HALL OF FAME

1987 I.Attwood
1988 I.Attwood
1989 D.Thexton
1990 K.Payne
1991 B.Sexton
1992 K.Payne
1993 R.Wilson
1994 C.Marshall
1995 D.Hickman
1996 I.Attwood
1997 S.Grey
1998 M.Parsons
1999 S.Goodare
2000 C.Evans & S.Grey
2001 M.Rostenberg
2002 M.Rostenberg
2003 R.Reid
2004 R.Reid
2005 R.Reid
2006 W.Redfern
2007 W.Redfern
2008 B.Chadwick
2009 S.Goodare
2010 B.Chadwick

2011 W.Redfern
2012 B.Chadwick
2013 A.Kelsey
2014 G.Featherstone
2015 G.Featherstone
2016 G.Featherstone
2017.....



Harvey Semmens, Waikarea Valley road 2006

Photo: Steve Russell

NEW ZEALAND'S ONLY DEDICATED RALLY MAGAZINE

A little bit

sideways

Issue 1 , March 2017

www.alittlebitsideways.co.nz

EXCLUSIVE

David Holder

2016 New Zealand Rally Champion

AP4

The future of
NZ Rallying

Silver Fern

Photos and stories
from the 2016 event

Hayden Paddon

Highs & lows for 2016

PLUS!

Kiwi Rally Legend

Jim Donald



\$9.99

Coming soon to a shop near you!

The mag can be found in some Paperplus outlets, but your best way of making certain you get your copy is to subscribe, see.....

www.alittlebitsideways.co.nz

We Will also have copies and subscription forms at documentation for round 1 .

Please, please support this mag and don't put it off subscribing. It's a club based magazine and will feature the

Front Cover shot: Grant Patrick & Mike Wheatly on one of the Tauranga rallysprints we had a few years ago.

Hello and welcome to the 2017 ABC PIPEFITTERS Northern Rallysprint Series.

We hope you all enjoyed your christmas and New year break but hope you all found some time to get out into the shed and get your cars sorted for this upcoming rally season.

2017 takes us into the 31st consecutive running of the rallysprint season, and as always we hope to give you another challenging and competitive series. Not a lot has changed since last season although we may have a new venue, and there are a few subtle changes to the rules, nothing too major but I'll get to these in a moment.

Firstly, a brief explanation regarding this publication. This "**FLAT OUT**" magazine is purley for the rallysprint series. Over the last few years we still have the odd few competitors complain they don't have facebook, and cannot still use computers to acess information, so to combat this we have ended up with this information brochure. It is free to registered competitors and should be handed out at every round, with copies being posted out should you not be able to attend a round, or we miss you at documentation. It is simply another way off getting information out to everyone. Anyone else who would like a copy can subscribe...see form at rear of the mag. Further editions will contain championship tables, reports & photos from last round and a quick look at the rounds coming up, as well as any info, gossip or news relavant to the series.

Now, to some exciting news regarding the series. **ABC Pipefitters** are back on board as main sponsors, Chris Alexander and his Company **Suspension Tech** are also back to sponsor the Co Drivers Championship and to complement this A former New Zealand Rallying icon, **Neil Allport** has also come on board as a sponsor and will provide FREE PACENOTES to all registered competitors, and will also be throwing in the odd trophy for those up and coming young drivers who show promise and comitment throughtout the series rounds.

This will hopefully help the younger, or new competitors to the sport to not only learn the notes in the rallysprint enviroment but should they progress onto rallies, were Neil's notes are also used then the transition will be made so much easier. Competitors will be familiar with the notes and therefore it should make their rallying a little easier and therefore more enjoyable and certainly a little safer.

So, a big welcome to Neil Allport, and thank you for coming onboard.

The next edition to the series is the introduction of a new class, Class G 4wd Classics. This is perhaps of no surprise to many as it's been a long time coming, some rally championships have already introduced this class last year, we are simply falling in line as this year especially is going to see a significant change in the 4wd era. The introduction of the AP pocket rockets in this years national rally Championship has certainly lifted the bar in the 4wd class and has certainly widened the gap in this class. Therefore we took the option to introduce the new class, we are a clubmans competition and really need to cater for the clubman, if we can make his motorsport enjoyable and competitive by introducing a competitive class then so be it!

Now I know we cant go around introducing a new class for everyone but I think the above class and it's timing is fair enough. However, from the organising clubs point of view I also understand that every time we introduce a new class it means more trophys, but at the moment we will not be doing trophies for this class, we will have points tables just like all the other classes and the winners will receive a trophy at the main prize giving at the end of the season.

Another slight change to the rules is the overall points allocation, it will make absolutely no difference to anything other than the lower end of the championship table. Normally we have been allocating points from 20 down, therefore people coming 20th overall got 1 point, as did the guy who came 30th overall as all below 20th position got a point. Now although the guys at the top of the table are extreamly competitive and scrap for every point, it's no different at the opposite end of the table. Often a guy may beat his nearest rival at the lower end, but with the existing points this never shows up as he, and the guy he's just beat end up with the same 1 point if they are outside the top 20. So for 2017 the overall points will start with 40 points for 1st overall with 2nd getting 39 and so on, therefore rewarding the guys at the lower end of the table and establishing a more competitive edge to the lower end of the table. It reflects a more true outlook to the whole championship.



PIPEFITTERS

THE RALLYSPRINT SERIES HISTORY

The ABC PIPEFITTERS Northern Rally sprint series, formerly known as the ClubSport News, Fortron and Woolf mufflers series, now enters its 31st year of running.(2017), Possibly the longest running series of its kind in New Zealand. It is extremely popular with the clubmen and women of the top of the north island. With the possibility that every clubman in the north at some stage of their motorsport career has competed in a round of the series.

Run in the top of the North island, the series traditionally takes in 6 rounds, run by Pukekohe, South Auckland, Thames Valley, Hibiscus coast, Northland and originally Auckland car clubs. Although the Auckland CC had been missing from the series for several seasons they returned in 2010 and 2011 with a Tarmac round at Hampton Downs, then missed the 2012 season. In the club's absence, the Motorsport Bay of Plenty, formerly Tauranga CC became involved, hosting rounds in 2008, 2009 & 2010, the 2009 season also saw Rotorua CC run a round in Kinlieth forest. Sadly the Auckland car club never returned to the series and both the Tauranga & Rotorua clubs also never returned to the series, so from 2012 the series ran with just 5 clubs. However in 2015 we saw the HAMILTON CAR CLUB join the series, they ran the Pirongia rd West, last used in the WRC many years ago, and at just over 8km it provided a new challenge for our regular competitors. The club ran the Pirongia road again in 2016 but are changing their venue in 2017 and are looking at a road over towards the Raglan area.

The series in the late 70's and early 80's was hugely popular, even gaining some TV coverage. The series as we know today, first started way back in 1988. There was a series prior to this run by the Rally Pilots Association, where just about every club in the greater Auckland area ran a round. But for some unknown reason the series disappeared and did not run after 1986.

Now, before we go any further regarding the history of this series i need to clarify an issue up! a few years ago as we were half way through our 25th anniversary year, (2012) it was rather annoying that a few rumors surfaced suggesting our dates and information were incorrect. As they were only rumors it was brushed aside and everything carried on as normal.

However it really got under my skin and so some homework and more questions were asked.

A big thank you to Lloyd and Gill Ives for not only coming up with some answers, but also taking the time to go through all their HCMC memorabilia and actually find some documentation to go some way to clearing the situation up, which has now prompted me to add another page to the web site www.nrss.co.nz...see ARCHIVES page. So to put the record straight, and let you know what the issues were!!.....read on.

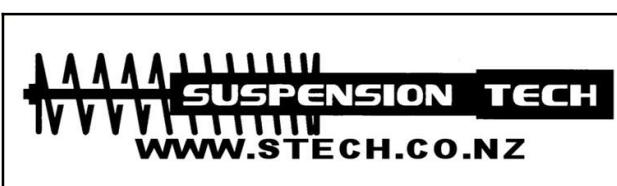
Firstly, If you look at the dates on the "Hall of Fame" we have dates from 1988, which when you do your maths works out to be 24 years, yet we have 25 winners. So i guess when you look at it like this there is an issue.....so here's one answer, and its so simple. That first season actually started in 1987 and ran through to 1988, May 3rd was the first round, hosted by the Hibiscus Coast Motorsport Club, run at McLauchlins rd, sponsored by Earstory Jewellry and won by D. Thexton. The results can be seen on the ARCHIVES page. However this also is not 100% correct, and during this last season (2015) more informative information has come to light, straight from the horses mouth. It was whilst at the Glenbervie forest event, hosted by the Northland Car Club that I was approached by Ian Attwood, the series first winner. Ian had taken the time to put down on paper the true facts as to exactly what happened in that first season, so here goes. So in 1987 the series was run, Ian Attwood won the series but was not presented with the trophy until 1988, this was at the Hibiscus Coast Motorsport Club awards at Paremorema. The 1988 season was won again by Ian, who was asked to return the trophy at the last round of the series, this was in November. This was again Prize giving for the series, it was the last round and was at the Kaukapakapa pub, not only for the days event, but again for the series. As Ian had won it again he was presented with the trophy again, but it was not engraved. The year after, 1999, Ian returned the trophy and brought it to the attention of the organisers that it had not been engraved and needed to be done so to keep the records straight. Then in 1996 Ian won the series again but was disappointed when he received the trophy to see his name had not been engraved on from his previous victory's. So for the record Ian Attwood won the series in 1987, 1988 and 1996, the first person to become a triple winner.

So, back to the overall history of this present series. Back in the mid 80's Lloyd Ives was invited to join the committee of the Hibiscus Coast Motorsport Club, and one evening whilst putting together the club magazine a conversation started with the idea of resurrecting the rally sprint series. Along with Lloyd, Steve Subritzky and Jeremy Tagg were present. The conversation lasted for hours and eventually it was put to the other committee members. Shortly after this it was announced it was back, and to make things even better a sponsor had been secured. Alan Woolf had agreed to put in \$1,000, and provide a series trophy, the very same trophy that the winners receive today.

The winner back in 1987 was Whangarei's Ian Attwood; he won again in 1988 & 1996. Several drivers have won the series several times, some back to back, in 2001 & 2002 it was Marty Rostenberg, but then Wiauku's Ray Reid appeared on the scene and took the title for the next three seasons, something that no one else has yet achieved to this day. Other names on the trophy include Mark Parsons, Ray Wilson, Charlie Evans, who actually shared the title in 2000 with Sean Gray. Payne, Sexton and Thexton were also amongst the early winners.

Warwick Redfern was another to complete the double in 2006 & 2007. Brian Chadwick took it in 2008 With Steve Goodare taking the series in 2009, ten years after taking the title in a Nissan Sunny, his latest victory in an Evo 3. Brian Chadwick once again added his name to the trophy to become the 2010 champion, before Warwick Redfern took the trophy back once again making him another triple winner and the 2011 ABC Pipefitters Northern rallysprint champion. Another guy making himself a triple champion is the 25th anniversary winner Brian Chadwick, although Redfern and Chadwick are triple champions Ray Reid still holds the record of doing it consecutively.

It is true, as with all motorsport, that over recent years the numbers and interest seem to have dwindled, but such was the dedication and passion of a few regular rally sprinters that in 2007 several drivers got together to form a convenors committee, with the purpose of resurrecting the series and injecting some enthusiasm. This has started to work with an average of just over 40 drivers registering for the series per season since 2007.



It is at this point that we would also like to mention our current sponsor, ABC PIPEFITTERS, a small family run engineering business. They came on board for a couple of seasons and are now entering their fifth season, they are very enthusiastic about doing so, the presence of the ABC PIPEFITTERS banners out on the stages is great to see.

Before signing off I would like to congratulate our 2016 champion, Graham Featherstone on retaining his 2015 title. "Feathers has been competing in the series for quite a few years, starting off way back in a ex Dean Summners Toyota Starlet. Always competitive in the 1600cc class and always under the guidance of Don Brunt feathers learned his trade well, eventually moving onto a Evo 3 and again learning the ropes of 4wd under the guidance of Don. Once he served his time the ex Andrew Hawkeswood Evo was purchased, straight away Feathers was competitive, also now trying his luck at rallying, were again he was competitive, by now though Chris Davies had stepped into the co drivers seat. Not always looking very fast compared to other drivers feathers was now the man to beat and it's a testament to him that once the results were published it was quite often his name on top of the list. So after many, many seasons competing in the rallysprint series it was great to finally see him become a champion.

Towards the end of the 2015 season feathers had changed his co driver, Hamiltonian Dave Devenport stepped into the silly seat, right away the pair hit it off and results improved. 2016 saw the introduction of the "Suspension Tech Co Drivers Championship" and it was fitting that as Feathers retained his Championship, Dave also took the co drivers championship.

So, we are now about to enter the 31st (2017) consecutive season of the series and, the exciting, and some what nervous part of the season is now with us....how many are going to register, is everyone happy with all our decisions and who's been building new cars?

There will be some more tweeks to the series rules, possibly a new class and very possibly a new venue, all to make the series more interesting & competitive.....See you at round One.

2017...THE ROUNDS

Rd1 19th March Arcadia Rd HCMC

Rd2 26th March Piaokuni Rd TVCC

Rd3 23rd April Maramarua SACC

Rd4 14th May Bothwell loop Rd PCC

RD5 ?? June T.B.A . HCC

Rd6 ?? July Ruarangi Rd NCC





Above: Grant Liston, not sure of the year .

Below: Scott Ogle, maramarua forest.

A BLAST FR





FROM THE PAST

Above: Lionel Fleming, Glenbervie Forest.

Below: Jono Walker, Ruarangi Rd.





Above: Craig Tickle, seen here last season at Piakouni Rd.

Below: A three times Champion, and with a new car this year could warick become the first to win the series four times?



FAR NORTH RALLY

Well folks, for all the rally fans that were disappointed when the announcement that the Rally of the North was no longer running, and thought that the 2015 was the last, fear not! A small core of rally enthusiast's, led by Bob Mitchell are now well on track to bringing this iconic rally back to life.

The "FAR NORTH RALLY" is all set to run again on Saturday 17th June, it will be a round of the Top Half Rally Championship and be based at the very popular town of Paihia in the winterless North. All the old stages are back, some with a bit of a difference, eight stages in all with two of them just over 40K's in length.

Starting from the usual car park in Williams street, Paihia the route will start to venture North towards Kerikeri for stage 1 before carrying on via whangaroa and Mangonui and onto kaitaia for a lunch break. That will be four stages completed, before crews head south for four more stages in the afternoon as the rally heads back to Paihia for the finish and prize giving.

Bob has put a team together that has started on the "Behind the scenes" work that no one ever really sees, many underestimate this mammoth task, but this is where the real heroes of our sport surface. Route checking is well underway, local businesses have all showed tremendous support and encouragement as they want this rally back in the area as much as the competitors want it back on the calendar.

However, once all the above work is completed many more volunteers are required, mainly in the form of marshals, timekeepers, taping crews and general on the day helpers. The call will be going out soon so please step forward if you can help this iconic event stamp it's place firmly on our rally calendar as a permanent fixture, and back as a "must do" event for all competitors.

Getting back to the rally itself, and although the team are now running a new event the route and the roads are basically following the traditional ones, and why wouldn't you?

Well known for smooth, fast flowing and yet challenging roads are the reasons why this event is held in such high esteem with drivers, co drivers and spectators. The location of the start, finish and prizegiving in the beautiful town of Piahia, coupled with the stunning countryside of the Far North is yet another huge plus for this rally to return.

2017 Series Rules

1. Every competitor shall have a minimum clubsport rally licence and belong to a MANZ affiliated car club. As per Motor-Sport Manual.
2. Every series registered competitor's car will be eligible under schedule R of the MANZ book.
3. Every competitor, along with their crew shall drive and act in a sportsman-like manner and shall not bring the event and the sport into ill disrepute.
4. After documentation, but prior to the event starting, a drivers briefing will take place by the organising club, explaining the detail and process of the event.
5. After the drivers' briefing, one reconnaissance run over the course for familiarisation and pace notes will take place. This may be done in the competition car, or road car.
6. There will be 6 classes for the 2017 rallysprint series, they are...

A: 0-1300cc

B: 1301-1600cc

C: 1601-2000cc

D: 2001 & over.

E: 4WD.

H: Classics.....see "classic rules"

G: 4wd Classics.....see below.

Every competitor will fit into one of the above. There is also a class for overall, as well as the above.

Co Drivers Championship: This was introduced last season and due to its popularity & support from "Suspension Tech" it will be running again. All co drivers must register and pay the registration fee as per registration form to gain points.

Each co driver must compete with their registered driver to gain points.

Each co driver must complete at least three of the four runs, and should the driver make the top two run off then the registered co driver must complete this run to gain points.

Points allocations will be the same as the drivers allocations.

PACE NOTES: Pacenotes will be provided FREE of charge from NEIL ALLPORT MOTORSPORT.

However we do need competitors to acknowledge that they do require them prior to the events....more details to follow.

Class G 4wd Classics: This is another trail class, new to the series for 2017 and is simply aimed at the older 4wd vehicles to allow their drivers a more competitive series. However, to keep costs down for organising clubs, trophies will not be allocated at every event, although a trophy will be allocated to the champion at the end of year prizegiving. A Championship table will be running as per all other classes. Points will be allocated as all other classes.

So this class will cater for 4WD pre 1996 (2000cc maximum engine capacity) this falls in line with the same class that the national rally championship runs

7. All competitors are eligible for trophies on the day, but only registered competitors are eligible for the series championship points and series trophies. In order to be eligible to score points in the series competitors must register and display sponsors decals, one either side of vehicle.

A competitors registration will only be valid once they have filled in their series registration form and paid the series registration fee. The fee for 2017 will be \$20 per driver, the same fee for co drivers.

No registrations will be accepted after round 3. As we are running 6 rounds and this is mid way, we thought under the "sportsmanship" tag that to avoid people registering late and taking points from guys who have been with us from the early stages that this is a reasonable addition to these rules.

8. Points for the series are

Class

1st 10pts

2nd 8pts

3rd 7pts

4th 6pts

5th 5pts

6th 4pts.

all other class starters 4pts



Above: Guess Who's Driving?

Overall positions

1st 40pts

2nd 39pts

3rd 37pts

4th 36pts

5th 35pts....and so on down to 1pt.

The "Club Trophy" will also be up for grabs again, no need to register as points for this are automatically allocated.

9. A competitor may enter a class in a smaller capacity car, but not with a larger capacity car. 4wd cars can only enter the 4wd class.

When registering for the series it's the competitor who is registered, and therefore they can run in whatever vehicle they wish (as long as it complies with Motor-Sport regulations) but can only score class points for whatever class the vehicle fits into.

For example if a competitor runs an escort in class B, he scores points in that class; if at the next round the car is fitted with a 2ltr, then he scores points in class C. He will automatically score points for overall, presuming they are registered.

10. The event will be a process of elimination and will consist of 4 timed runs, plus a final "top two" from each class run off, and overall. The first run will determine the top 16 class, and overall qualifiers for the next run.

Run 2 will determine the top 8.

Run 3 will determine the top 4.

Run 4 will determine the 2 finalists.



11. Cars are eligible for positions and points as soon as they cross the start line. A DNF will supercede a DNS: if 2 or more competitors fail to finish a run, the result will be determined by the previous run.

12. A car must complete the entire run under its own motive power to be eligible for points on the following runs.

13. If the event is shortened by unforeseen circumstances, the results are determined by the last completed run.

14. If there are 5 or more rounds in the series, the registered competitors must drop 1 round's score in the series for class and overall points.

15. If a competitor is eligible for a prize, and is unable to attend prize giving, then as a matter of courtesy a stand in should be organized to collect trophies.

Below, reigning rallysprint champion, Graham Featherstone, seen here in his Starlet way back in 2006.



2017 Classic Rules

Competing vehicles shall be 2wd and constructed prior to 31st December 1986. 4wd classic will have their own class for 2017 (see above rules)

Competitors should note that allowable modifications to vehicles differ according to the age of the vehicle as outlined below.

The organisers reserve the right to include additional vehicles (that fall outside this eligibility criteria) into the field if satisfied that the car/driver combination is in keeping with the spirit of the event.

Subject to the above competing vehicles shall comply with the following provisions.

(a) Be in compliance with the provisions of FIA appendix K with respect to international historic rallies

OR

(b) Be in compliance with motorsport NZ schedule RH

OR

(c) Vehicles that were in series production prior to 31st December 1982 modified in accordance with the provisions of clauses to C8 below:

C1...Engines.

The engine may be substituted to that from another manufacturer but must be an engine that was available prior to 31st December 1982.

The engine block and number of cams must be as per the original or substituted engine.

Pistons, connecting rods, crankshaft and associated parts are free.

EXPLANATORY NOTES

This provision allows for...say...the transplant of a V8 into an Escort provided that the V8 was obtainable prior to January 1982 and retains its original block and number of camshafts. It can however, have modern pistons.

C2...Induction.

Forced induction is not allowed unless standard on the vehicle at the time of manufacture ie, A turbocharged or supercharged engine may not be

transplanted into another make or model of car. A computer may not be added to a car that did not originally have one.

Intercoolers are only allowed if standard on the vehicle or homologated. Antilag and boost control is prohibited.

C3...Fuel injection.

Fuel injection is not allowed unless standard on the vehicle prior to 1st January 1982. The vehicle must retain its original system, i.e. an injection motor cannot be transplanted into another make or model of car. An electronic system may not be substituted for a mechanical system.

C4... Gearbox.

The gearbox may be substituted for one from another manufacturer. A maximum of five forward gears are permitted. Ratios are free. Sequential and electronically activated gearboxes are prohibited.

C5....Differential.

The differential may be substituted.

C6....Brakes and suspension

Brakes and suspension are free, however vehicles originally constructed with live rear axles must retain a live rear axle.

C7....Wheels and tyres.

Wheel sizes are free provided they can be housed inside the wheel arches or flares (ref 8.3) Tyres are free but must comply with the provision of appendix 2.schedule A.

C8....Body Modifications

C8.1..preamble: competitors are strongly encouraged to maintain the original appearance of their vehicle

C8.2...Body panels: May be lightened in accordance with Appendix 2, Schedule A. However carbon fibre and kevlar are prohibited.

C8.3...Wheel Flares: May be fitted providing they do not protrude from the original line of body work by more than 150mm.

C8.4....Wings: Wings or other aerodynamic appendages are not permitted.
"Bobtail" or boot mounted spoilers are acceptable if it can be shown that these were common on the car as rallied prior to 1st January 1982.



Above: Reigning Classic Champion Barry Gibbs, seen here last year at Ruarangi Rd. Below, & opposite. Same bend as above, Rodney Atchinson seen here a few years ago and opposite same car & Driver but some while ago.





WOOLF MUFFLERS RALLYSPRINT SERIES

ROUND
Glenbervie
Forest
26th APRIL
1

Rallysprint champ in action



Above: Early champion Ian Attwood featured here in the Local Northland newspaper advertising the NCC round, I think 1987.



ORGANISING CLUBS AND SERIES CONTACTS

RALLYSPRINT WEBSITE: www.nrss.co.nz

Also ABC Face book page accessed from the above website

Rd1. ARCADIA RD... Hibiscus Coast Motorsport club www.hcmc.org.nz

Rd2. PIAKOUNI RD... Thames Valley CC
www.sportsground.co.nz

Rd3. MARAMARUA FOREST..South Auckland CC
www.sacc.co.nz

Round4. BOTHWELL LOOP RD..Pukekohoe CC
www.pukekohecarclub.co.nz

Round5. RUARANGI RD...Northland Car Club
www.ncc.org.nz

Round6. ??????....Hamilton Car Club
www.hamiltoncarclub.org.nz

MAG EDITOR; steve...021 995 374
e-mail; clubsport62@yahoo.com



SUBSCRIBE TO THIS MAG.

Please subscribe (name).....

Adress:.....

.....
.....

Internet Banking details: 03 0399 0600189 002

Send To: Stephen Russell
28 Stillwater Crescent.
RD3, Silverdale 0993.

The above subscription will give you all 2017 Editions, We aim to do a report, Photos and points tables after every round. However if rounds are within a couple a week or so apart we will combine two rounds into one edition.

Cost: \$25.00 for full seasons editions.



Rear Cover: Our Sponsors, and Scott Ogle, seen here spraying the ABC Banner @ Wearmouth rd a few years back.



PIPEFITTERS

 **SUSPENSION TECH**
WWW.STECH.CO.NZ

**NEIL
ALLPORT**
MOTORSPORTS

