



# WHEELSPIN

**August 2007**  
[www.hccc.org.nz](http://www.hccc.org.nz)

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WEBSITE: [www.hccc.org.nz](http://www.hccc.org.nz)

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## COVER PHOTO

Struan Robertson & the Flying Fish at Taranaki

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### Harbour Capital Car Club Clubnight

First Wednesday of the month Fireman's Arms, 313 Jackson Street  
(North End of Jackson Street, just South of Cuba St intersection) Petone

Committee Meeting 3<sup>rd</sup> Wednesday of the month, Fireman's Arms, 313 Jackson St  
Petone, 7:30 pm. Note: Anyone is welcome to attend committee meetings.

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Wheelspin is the official magazine of the Harbour Capital Car Club, PO Box 4102, Wellington.  
Opinions expressed are not necessarily those of the Club or Committee.

To other Car Club Editors: While we do not object to other magazines using articles or  
material from our Wheelspin, we do appreciate recognition of the source of said material.  
Originals are usually available on request.

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## DEADLINE

The Deadline for Wheelspin articles is the 20<sup>th</sup> of the month approx.

# Clubnight

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## Wed 1<sup>st</sup> August at the Firemans Arms, Petone

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El presidente:

### Assorted ramblings for the month that has been!

Well, another month of driving a slow car, just as fast as I possibly can has gone by. Honestly, we do so much at Club Sport level, that I am amazed people find time to do anything at a higher level of the sport.

There was so much on, that just thinking back over it all, I need a little lie down. We had the film evening at MotorSport House, where we gathered to watch Smash Palace and eat lollies. There was our club night, where we were entertained by the video, talk, and then acrobatic efforts of our guest speaker (he fell of his chair in spectacular fashion). We ran the usual last Sunday of the month Autocross, where mud was slung in various directions. Mitsubishi club ran a sealed autocross in Brooklyn in the snow, and Hutt Valley held a semi underwater Dual / Multi Car Sprint.

We did the Top Four Shootout elimination runs again at the Levin Autocross, as it seemed to build quite a good atmosphere last time. This time it was a front drive Starlet, versus the 4wds shootout. Webster had taken out the overall result for the day in a time a clear second faster than me, while I was in turn nearly three seconds clear of Geoff in third in his Legacy, ahead of Roger in the Celica GT4. So this meant the shootout was the two Starlets versus The Jeeps (4wd's). It was a reasonably tight course, although still a lot more open than the May course, which helped the Starlets stay ahead in the shootout. So it came down to Webster and I in the Turbo, and non-Turbo Starlets respectively, we both did our runs without hitting any cones, and both came in thinking "could've done a bit better". In the most unlikely result I've ever seen at one of our Autocross' the two Starlets ended up in a dead heat, down to the last 100'th of a second. That result was actually shown on two independent stopwatches!

A dark horse in the field was Bill Peacocke who got the little Barina home only half a second behind Roger in the GT4 Celica, and Al in the Sti Coupe. A stunningly good result; showing that you definitely don't need a super flash bit of machinery to be running at the pointy end of the field.

In the Girls Versus Boys Battle in the ever present Mitsubishi Lancer, Nik James was beaten by Marie Harris in their ongoing dual. So that's another victory for the girls side sorry Nik.

About to be member Cory Coburn made the mistake of turning up to spectate. We weren't going to have any of that, so he was promptly loaned some gear, and was offered two different cars to drive. In the end he had a fun day running cones over in

Pete's red Corolla, and was making noises about buying something small for hurtling around paddocks in.

Loren Brooks came along in his WRX for the first time, and definitely seemed to be having a good day, putting down a time that would have put him in fourth overall, if only the cones hadn't jumped out in front of him. Impressive effort indeed for a first time competitor running extremely tarmac spec rubber. I suspect we shall be seeing a lot more from Loren as time goes by.

Travel forward in time a week, and it was off to Manfeild for my debut outing in the MR2. The day didn't start well, being woken up at 4am, and then kept awake by torrential rain, does not in general bode well for a race day.

I kept telling myself that the Manawatu and specifically Manfeild has its own unique micro climate that is in no way effected by the world around it, so was hoping for the best. I might have been hoping for the best, but I still only took the wet weather tires!

We got a little distracted on the way to the track, as not far out of Awahuri we caught a Corolla that was driving in a way that can be described as "a little disconcerting". He was unable to cope with corners, and was doing as slow as 50kph in an open road zone. He then nearly drove into the gravel pit beside Kawakawa Road instead of turning into the road itself. About this stage I got on the phone to the Police, and we pursued the Corolla into Feilding as he veered repeatedly over the centre line, and then was doing around 100 in a 50k zone (working on the law of averages I guess). At this stage I was blatantly following the car, refusing to pass, and stopping when they stopped. They did a u-turn and went up a driveway to a house, driving into the back of a trailer in the process. At this stage they got out of the car, so I moved down the road a bit until the Police showed up, which only took about five minutes, not bad for a small town. Hopefully that driver got what was coming to him, as he was obviously as drunk as a skunk.

We then gassed up the MR2 and headed to the track. The rain had abated by this stage, so it was only residual water on the track. A lot of residual water, resembling in some places a small creek crossing the track.



Me at the July sprints

Hmmmm. Not my ideal conditions for driving the MR2 on the track for the first time. Generally speaking, I really enjoy a wet race track, as I'm typically driving a front drive vehicle, which will allow you to get away with a bit more. The MR2 on the other hand has a particularly savage reputation for doing helicopter impressions on a wet road, much less a wet race track.

To make matters worse, I hadn't even really driven this car enthusiastically in the rain at 50kph, much less 150. Oh well. I took half a brave pill, and ventured out onto the track. The power delivery is very nice in the MR2, nice and progressive, without having to rev the nuts off it to get out of corners. I took it fairly sedately on my first run, braking very early, and basically just coasting through the corner on light throttle. On the third lap the half a brave pill kicked in, and I got a little bit tail happy out of the first corner (Toyota), a little bit sideways out of the esses, and then a whole lotta sideways out of the hairpin. I was haunted by a mental picture of Keith chasing me with a pitchfork for bending his old car on my first run of my first outing, as I slip slid out of the hairpin in second gear and weaved my way down what is traditionally considered to be a straight bit of track. I believe a certain amount of nervous sweating kicked in about then, and a word or two that might have been PG13 or stronger might have escaped my lips.

The track gradually dried during the day, with the Hairpin and Dunlop sweeper end of the track drying first, while Toyota and Higgins stayed damp all day. This resulted in quite a bit of sideways third gear action as I got more comfortable with the car.

I had some fantastic races with a guy Peter, in another MR2 of the same vintage. He had the 20 valve engine and sticky tires, while I had the torque of the supercharger and ordinary road rubber. Despite this, we were able to race bumper to bumper for three entire races, with the supercharged being 3/10<sup>th</sup> of a second faster on the last set of times I saw for the day.

The Multi Car sprints were again tremendous fun, and there was a great group of people up there racing, and working. I've never seen times going up on the board as fast as they had them that day, and I spent every second that I wasn't driving chatting with somebody. I caught up with heaps of people during the day, and met some really good new folk too. I highly recommend this sort of event as being a great day out.

Don't underestimate how much petrol you're going to get through though, as the MR2 used half a tank in less than 45km. Yipes!

Fast forwarding again to the MMC Brooklyn "Slipway" event, which is a sealed autocross run on the dedicated Drifting track set on a part of the old Long Gulley Farm air strip.

Well, remember how I was moaning earlier about the weather for the multi car?

Turns out, that was a walk in park compared to what we had for that autocross! It actually snowed on us as we drove in to the venue. Now, for Wellington that is awfully cold. So you can imagine how much fun scrutineering all the cars was! Luckily I had a bunch of helpers, with Andrew and Brendon from HCCC and Viv Eden from MMC, so we got through it all pretty quickly.

The drift track is a scary venue to do a wet autocross on, as it is entirely corners, and surrounded on both sides by tire walls set into dirt banks. So an error can be rather costly (as measured by time to repair the car, rather than merely just getting a slow time).

I was running the Starlet, with relatively ok road tires on the front, and budget nasty tires on the rear. This was ok when the track was wet, as it gave me just enough slide in the tail to mostly tune out any understeer issues. Putting any power to the ground (even both the horsepower the Starlet is equipped with) was a mission and a half. I could light

it up at will in first gear, and even had to be careful not to change into second while cornering as that too would result in big wheelies out of the corners. Which is a fairly comical situation in a standard 1300cc ex rental Starlet, but is an indication of how wet it was up there.

In the 20 minutes where a slightly dry line started to form, I managed to get the Starlet entirely unstuck under braking. I had intended to let the tail drift a little wide on a left corner, so as to then over correct into a hairpin right. Well, that was the plan anyway. In fact what occurred was that I lost the tail of the car on the corner before, and ended up heading under full throttle towards the tire wall at exactly 180 degrees to the intended direction of travel.

Being me, I was very confident that it was all going to be fixable, so probably stayed on full throttle a bit longer than most sensible people would have considered prudent. However, it did become obvious that Bad Things were going to happen, and I came to a smoking halt just shy of the tire wall.

Pete thought I hadn't tried hard enough, so went out immediately after me and did clobber the tire wall. Now there's dedication for you!

It was a bit of a four wheel drive charity race in the end, with three Subaru four wheel drives in the top four! As you can probably guess, Webster was the sole front drive car representing at the pointy end of the field that day. The man is a maniac!

Anyway, I've written a fricken novel, but hey, it was a great month!

Leon

# **NEILS WHEELS**

## **ROAD, RACE AND RALLY TYRES**

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**ATTORNEY: Are you sexually active?**

**WITNESS: No, I just lie there.**

This is the corrected version:

**Levin Autocross 24 June 2007**

Name	Car	Club	Class	Practice	Run 1	Run 2	Run 3	Fastest	Class Placing	Overall Placing
Geoff Warren	Legacy	HVMC	4WD	1:50.73***	1:39.63(lots)	1:50.01(lots)	01:28.12	01:28.12	1	3
Roger Barnes	GT4	MMC	4WD	01:51.31	01:43.41	01:32.17	01:29.32	01:29.32	2	4
Alan Groves	WRX	Kapiti	4WD	1:37.08*	01:35.30	01:32.94	01:29.67	01:29.67	3	5
Dan McLean	ZR4	New	4WD	01:54.01	01:42.09	1:41.00**	01:32.94	01:32.94	4	11
Loren Brooks	WRX	New	4WD	01:42.41	01:41.37	1:35.97**	1:28.44**	01:38.44	5	15
Webster Gough	Starlet	HCCC	EOD	01:39.08	01:34.55	01:28.57	01:24.42	01:24.42	1	1
Leon Cast	Starlet	HCCC	EOD	01:39.39	01:31.46	01:31.01	01:25.40	01:25.40	2	2
Bill Peacocke	Barina	HCCC	EOD	1:42.11*	01:41.00	01:34.02	01:29.72	01:29.72	3	6
Brian Craig	Corolla	HCCC	EOD	1:41.21*	1:37.68*	1:32.68**	01:30.59	01:30.59	4	7
Brendon Glendinning	Corolla	HCCC	EOD	01:44.10	01:32.22	01:31.42	1:29.09*	01:31.42	5	8
Marie Harris	Lancer	HVMC	EOD	1:47.19*	01:40.09	01:35.15	01:31.94	01:31.94	6	9
Nick James	Lancer	HVMC	EOD	01:45.10	01:43.15	01:39.10	01:32.78	01:32.78	7	10
Peter Collins	Corolla	HCCC	EOD	1:44.21*	01:37.52	1:34.61*	1:29.07*	01:34.07	8	12
Stacey Wilton	Corolla	HCCC	EOD	1:53.22**	01:37.56	01:35.19	1:33.92*	01:35.19	9	13
Cory Coburn	Corolla	new	EOD	WW	1:38.42***	01:35.94	1:33.16**	01:35.94	10	14
Sandra Isted	Lancer	HVMC	EOD	01:53.79	01:46.10	01:40.98	01:39.83	01:39.83	11	17
Andrew Wellum	Sierra	HVMC	ENOD	01:55.68	1:48.94*	01:46.05	01:39.46	01:39.46	1	16

Clerk of Course: Leon Cast

Scrutineering: Geoff Warren, Roger Barnes

Timing: Gerald (the man) Lee, Donna Campbell

\* indicates that a 5 second penalty applies to the time shown, for cone displacement

(lots) indicates that somebody hit so many cones that I ran out of space to tell you how many they hit

WW= wrong way around course

	Driver:	Vehicle:	Colour:	Reg:	Class:	Best Time:
1	Quin Carver	Subaru	Legacy RS	White	4WD	57.03
2	Loren Brookes	Subaru	WRX	Blue	4WD	57.31
3	Webster Gough	Toyota	Starlet	white/green	EOD	58.07
4	Andre Cribb	Subaru	Legacy RS	White	4WD	58.49
5	Brian Worboys	Road Rat		Red/Green	EOD	58.64
6	Leon Cast	Toyota	Starlet	White	EOD	59.10
7	Daniel McLean	Mitsubishi	Eterna	Blue	4WD	59.62
8	Brendon Glendinning	Toyota	Corolla FXGT	Black	EOD	60.96
9	Shanon Moratti	Subaru	Legacy RSR	Black	4WD	61.36
10	Peter Collins	Toyota	Corolla	Red	EOD	61.75
11	Christopher Barnes	Nissan	Silvia	white	ENOD	62.26
12	Shane Atkinson	Nissan	Pulsar	Green	EOD	62.37
13	Haydn Perkins	Mitsubishi	Mirage	Black	EOD	64.32
14	Stacey Wilton	Toyota	Corolla FXGT	Black	EOD	65.07
15	Andrew Thomson	Toyota	Trueno	Black/Gold	EOD	66.11
16	Roger Barnes	Nissan	Silvia	white	ENOD	

MMC Brooklyn Autocross – 7<sup>th</sup> July

A new innovation for Kiwi Speed. You can read the latest issue online every month.

<http://www.kiwispeed.co.nz>

The latest issue is out NOW : Trusthouse/Racetech Rally Wairarapa (Maps/Driver List, etc) Plus much more.  
Cheers Mike Beauchamp

ATTORNEY: What is your date of birth?  
ATTORNEY: What year?

WITNESS: July 18th.  
WITNESS: Every year.

**Harbour Capital Car Club**

**Invites you to ....**

# ***Magical Mystery Bus Tour***

***9<sup>th</sup> September 2007***

***This is a day not to be missed***

***Bus leaves Petone Railway station at 8.00am stopping at the bottom of Haywards and Rimutaka Tavern returning to Petone at 9.00pm***

***All this for \$65***

***All I can tell you is that the price includes  
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977 9994 or [gerald.lisa@paradise.net.nz](mailto:gerald.lisa@paradise.net.nz)***

***To book your seat/s for the fabulous day out***



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# Road and Track

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***Made up of 5 events, held at Manfeild Park***

***The series will be made up of events are run by the following  
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The Surgery Intermarque 19<sup>th</sup> August 2007

The Surgery Intermarque 30<sup>th</sup> September 2007

N.B. Due to the clash on the 3<sup>rd</sup> June with another event. We are looking into adding a 6<sup>th</sup> event. maybe (October/November)

**This will not affect the four counting rounds**

***Registration is compulsory 24hr prior to second event***

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***[www.seabrightmotorsport.co.nz](http://www.seabrightmotorsport.co.nz) or you can e-mail Gerald at  
[carriagecartage@paradise.net.nz](mailto:carriagecartage@paradise.net.nz)***

***This series is brought to you by***

**Road and Track Lower Hutt ph 04 566 4515**

**Sticky Signs Upper Hutt ph 04 977 9994**

**Neil's Wheels Upper Hutt ph 04 526 7510**

ATTORNEY: This myasthenia gravis, does it affect your memory at all?

WITNESS: Yes.

ATTORNEY: And in what ways does it affect your memory?

WITNESS: I forget.

ATTORNEY: You forget? Can you give us an example of something you forgot?

## FOR SALE

16v Toyota 4AGE bits & complete engine

2 1988 Toyota Levin GT Apex doors (R & L)

86 Corolla liftback bits – mostly interior

FXGT gearbox, axles etc.

Contact Kerry Fisher 027 220 6030.

## 1985 BMW 525i

Hi I am reluctantly selling my 525i, it would suit someone mechanically minded that can fix the few small things wrong with it or someone looking for spare parts.

Known problems:

Vacuum hoses cracked, idles erratically

Drivers window doesn't work.

No internal lights

Muffler slightly loose and rattles now and again

Voltage leak somewhere that drains the battery if the car is not run every 2 - 3 days.

It has had the alternator and engine computer replaced 12 months ago.

It has a warrant and rego, till August and has yet to fail a warrant.

Interior is tidy, bonnet, roof and boot were all repainted before I brought it. approx 15 months ago

Electric windows, sun roof central locking all present.

Open to all offers

OR

If someone could help fix the above for cheap I would be interested in talking to them too.

Contact details below

Cheers

Nick

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Nick Gibson | Associate | PricewaterhouseCoopers | Business Assurance

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nick.i.gibson@nz.pwc.com

ATTORNEY: How old is your son, the one living with you?

WITNESS: Thirty-eight or thirty-five, I can't remember which.

ATTORNEY: How long has he lived with you?

WITNESS: Forty-five years.

## Rally Wairarapa

Regular readers might know our Whangarei Rally ended with clunking noises coming from our engine as we headed the last 200m to the finish ramp. This turned out to be caused by a nipped up number four piston; apparently a common occurrence in the Evo's. It's the last one the get the water and oil in the circuit.

Thanks to a huge number of hours in the workshop by Nathan and AI, the Wilford Motorsport Evo VII was ready for the Wairarapa Rally on the weekend 2nd and 3rd June. The engine was run in on its way over the Rimatuka's to Masterton; the base for the two day rally which is the third in the New Zealand Rally Championship season for the year.



Photo Euan Cameron

After a good performance at Whangarei which saw Nathan drive to a commendable fourth place for the NZRC and sixth overall for the APRC round, we certainly wanted to put on a good show at our local event. Nathan had been looking forward to Wairarapa ever since the car arrived; and I was very keen to do well especially as we had mechanical difficulties on day one of the event last year. We have both had a couple of events under our belt in the Evo 7 to get used to the car and learn about car set up and working together in a demanding environment. But I am not sure I ever expected to pull into the finish of Stage One to be told by the TV guys that we had won the stage. Ok; it is what we had aimed for and wanted to do, but to actually pull it off is a whole other story! The stage had been driven as hard out as we could go. On the way we had driven up one bank and along another one; taking out the 200m board in the process; so I knew Nathan was trying extra hard (ok the two wheels up on the bank was my fault being a bit slow on a note; sorry Nath) and I had found a whole gear up in the note reading stakes.

Stage two and an old adage of success breeding success came into force with another stage win, no damage to the car and big smiles on both our faces as we found we still lead the rally. We won stage three making a point that our steady improvement through the season so far is no fluke. It was an amazing feeling. We may have surprised a few people around the service park especially one leading co-driver who marched up and demanded to check our stage times; then shouted an expletive and stormed off. Yeah, that put a smile on my face.

Service for day one is based in the tiny town of Pongaroa 100km east of Masterton. A huge thank you is owed to the local community who not only let us use the fantastic local roads, but also turn out the best service park food I have had on a rally; roast beef, lamb and pork, soups and cakes. Great stuff on a cold winter's day. My appetite is not too good during an event so I didn't have a chance to fully try it all out, but if you are spectating make sure you head there for breakfast and lunch.

Out of service we headed to stage four; the longest of the rally at 44km. It winds right up and over Puketoi Range with a good few kilometres winding along a steep cliff side. The weather was turning pretty sour and we had new tyres only for the front of the car, but still turned in a superb time of 31 minutes 53.8 seconds, which was beaten only by Richard Mason who went through 22.3 seconds faster. We can reasonably say that the difference between the worn Dunlops in Nathan's hands and the brand new ones on Richard's car is less than 0.5 seconds a km. Not bad considering one set of tyres is also on the oldest car in the NZRC.

Stage five, Pori Road is the trickiest one in my opinion for the rally. For a long time you wind along with a sheer drop on the right hand side. I am very glad I can trust Nathan completely! Nathan definitely had some work on his hands to get us through on tyres that had done their best work already and we dropped a few spots in the fastest times on the last two stages of the day but still held second place as we headed back to home base at Masterton.

Sam Buck driving his first rally in his Wilford Motorsport Evo II, with Nick Buck as his co-driver had his fuel pump fail in stage two, so the guys went straight to work cleaning the Evo VII before pulling out the fuel tank and fitting another pump. A good feed of pizza under the stars at the motor camp and we were ready for some sleep. I think that is the worst part of the whole event. My mind is ticking away so fast that even though incredibly tired I find it very hard to get more than a few hours sleep. I guess this is something that will sort itself out with time as I gain more event experience.

Day Two is based around Ekatahuna with the service park taking over a good part of the township east of SH2. Daggs Road was a stage I was looking forward too. We did pretty well there last year and I was feeling confident with the notes, which were excellent for the first time this year. Some new Dunlop tyres had been bought the night before and Nathan and I had a bit of pressure on us to continue the second day with good results. Third fastest time was enough for us to hold our place overall. I don't remember much of the road, so I am pretty keen on seeing the TV coverage so I can see where we went.



Photo Euan Cameron

It all went a little wrong on the next stage, Bartons Line. This is Nathan's favourite stage in the rally, which is run in the reverse direction of the annual rally sprint for the first six km. About four and a half km in we found a bit of scenery and hit the front right hand corner. It wasn't a big impact, but that part of the car is pretty soft and as no modifications are allowed the oil cooler is right there and is completely vulnerable. A puncture to the oil cooler soon saw all the oil sitting on the road so it was time for us to watch some rally cars go by about 500m before the bridge and 800m from where a good number of our mates were watching. I found a good spot to wave the OK sign from and chilled out. It was one of those offs that nine times out of ten you'd get away with. It's just part of motor racing. Nathan was driving excellently and there is really no more to be said. Next time!

Sam finished day two, so between us we did the whole rally.

The excellent post event media coverage (thanks Jody!) has brought us some much needed profile to try and raise some more sponsorship funds leading into the second half of the Championship. Nathan and I sit in 6<sup>th</sup> place in the Championship; not a bad result so far!

Thanks to all our dedicated crew and sponsors for making it possible for us to compete. MagnumMac Amber Technology, Custom Autoworxs, Business Knowledge, Avid Australia, TeamTalk, GLOBALEAGLE, Chemz, Motorsport Developments, and Wilford Motorsport. We are also thrilled to welcome two new sponsors the rest of the year; Harbour Capital Car Club and Turnat Construction.

Richard Kelly.

## **MALE VS. FEMALE AT THE ATM MACHINE**

A new sign in the Bank Lobby reads:

"Please note that this Bank is installing new Drive-through ATM machines enabling customers to withdraw cash without leaving their vehicles.

Customers using this new facility are requested to use the procedures outlined below when accessing their accounts.

After months of careful research, MALE & FEMALE Procedures have been developed. Please follow the appropriate steps for your gender."

\*\*\*\*\*

### **MALE PROCEDURE:**

1. Drive up to the cash machine.
2. Put down your car window.
3. Insert card into machine and enter PIN.
4. Enter amount of cash required and withdraw.
5. Retrieve card, cash and receipt.
6. Put window up.
7. Drive off.

\*\*\*\*\*

#### FEMALE PROCEDURE:

Unfortunately, most of this part is the Truth!!!!

1. Drive up to cash machine.
2. Reverse and back up the required amount to align car window with the machine.
3. Set parking brake, put the window down.
4. Find handbag, remove all contents on to passenger seat to locate card.
6. Attempt to insert card into machine.
7. Open car door to allow easier access to machine due to its excessive distance from the car.
8. Insert card.
9. Re-insert card the right way.
10. Dig through handbag to find diary with your PIN written on the inside back page.
11. Enter PIN.
12. Press cancel and re-enter correct PIN.
13. Enter amount of cash required.
14. Check makeup in rear view mirror.
15. Retrieve cash and receipt.
16. Empty handbag again to locate wallet and place cash inside.
17. Write debit amount in check register and place receipt in back of chequebook.
18. Re-check makeup.
19. Drive forward 2 feet.
20. Reverse back to cash machine.
21. Retrieve card.
22. Re-empty hand bag, locate card holder, and place card into the slot provided!
23. Give dirty look to irate male driver waiting behind you.
24. Restart stalled engine and pull off.
25. Redial person on cell phone.
26. Drive for 2 to 3 miles.
27. Release Parking Brake.

ATTORNEY: Now doctor, isn't it true that when a person dies in his sleep, he doesn't know about it until the next morning?

WITNESS: Did you actually pass the bar exam?

## Wellington Motorsport Association Calendar 2007

Contact the HCCC convenors if you want to find out more about an event (like regs and entry form)  
for email updates of the WMSA Calendar contact the secretary [wayne.gair@kapiticoast.govt.nz](mailto:wayne.gair@kapiticoast.govt.nz)

Month	Date	Steward	Event Type	Club	Venue	Status
August	4		Rally		HAWKES BAY	
	8		Night Trial			
	11		Stewards training		Palmerston North	
	12		Race winter series Sealed Sprint	HV Lvn	Manfeild Kaihinau Rd	
	19		Intermarque Sprint	Alfa	Manfeild	IM
	25		Rally		MANAWATU	
	26		Auto-x	HC	Donnelly Park, Levin	
September	1		Rally		Rally NEW ZEALAND	
	2		Autocross	K		
	9		Autocross	HV	Todd Park?	
	12		Night trial	HC		
	16		Autocross Race winter series	HC	Donnelly park Manfeild	
	23		Gravel Sprint	K	Cooks Heights	KN
	29		Rally Competitor Coach		NELSON Manfeild	
	30		Intermarque Sprint	?	Manfeild	IM
October	7		BATHURST			
	13		Rally 50 <sup>th</sup> Anniversary	W	FAR NORTH	
	14		50 <sup>th</sup> Anniversary Gravel Sprint	W Lvn	Wairongamai Rd	
	20		Mini Nationals	M		
	21		Mini Nationals Sealed Sprint	M HV	Port Road, Seaview	DM
	22		Mini Nationals	M		
	28		Auto-x	HC	Donnelly Park, Levin	
November	4		? TBA	W	TBA ? Admiral?	
	10		Race Whittakers	MG	Manfeild	
	11		Race Whittakers Autocross	MG K	Manfeild	
	18		Motorkhana	HV	Todd Park	ST
	22		Stewards meeting			
	24		Sealed sprint		Shelly Bay	
	25		Motorkhana/Auto-x	HC	Donnelly Park, Levin	
December	2		Gravel Sprint Intermarque Sprint	W ?	Dorsets Road Manfeild	GS IM
	9		Autocross	K		
	16		Auto-x	HV	Todd Park	KN
	Abbreviations:			Stewards:		Organising Club:
KN	Kim Naylor Autocross Series		AW	Alan Wright	HC	Harbour Capital
DM	Duncan MacKenzie Sealed Sprint Series		BS	Barry Swanerton	HV	Hutt Valley
ST	Stewards Trophy Motorkhana Series		GG	Gordon Gandy	W	Wairarapa
VB	Vesta Battery round of ST Series		GM	Gus McMillan	K	Kapiti
GS	Gravel Sprint Series		JR	John Rapley	WG	Wellington
RS	Rally Sprint Series		PT	Paul Te Punga	M	MOWOG
CR	Central Region Rally Series		SM	Stephen Marks	T	Triumph
IM	The Surgery Intermarque Sprint Series		WG	Wayne Gair	MG	MG

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ATTORNEY: Do you know if your daughter has ever been involved in voodoo?  
WITNESS: We both do.  
ATTORNEY: Voodoo?  
WITNESS: We do.  
ATTORNEY: You do?  
WITNESS: Yes, voodoo.



## Waitomo & Taranaki rallies

I recently had the pleasure of co-driving Struan Robertson on these two events, since Adam has run out of money (again), and I am enrolled for the Fram series.

Waitomo was my first outing with Struan (pronounced Strewn), and I had a great time, getting on well with him and Terry our crewman. Struan is a much experienced extremely well organised, competent and fast driver. He goes back almost as far as I do!

No blow by blow account this time, suffice to say we had the same problem most people had on one stage. The note read 6 right followed by 450 metres, then chicane. In fact the chicane was hidden just around the 6R, so since we were doing about 160k, it was no more chicane, and much bent front – fortunately nothing crippling, though the same obstacle did remove some of our opposition!

We finished 2<sup>nd</sup> in class E, and I went home with my 3<sup>rd</sup> bucket of car cleaning and polishing stuff – thanks FRAM!

At Taranaki we were looking for a similar result, and after starting slow, we picked up the pace in stage 3, finishing 4<sup>th</sup> overall, then on stage 4, about 1.5k's from the start it all turned to custard, again on a 6 right, we were going quite quick, when we hit a bump which sent us into the gravel and grass – not good on tarmac slicks!

We careened up the road mostly backwards finishing across the road after hitting 3 trees, demolishing a fence (1.5m below the road surface), and jumping back onto the road, completely blocking it. The car is a complete write-off, with bits in the paddocks on both sides of the road. Struan broke a toe, I was concussed by hitting the back of my head on the seat – pretty lucky really, thank God for the safety equipment!



Poor Struan, it was definitely not his fault, we watched other cars, and if you cut the corner you missed the bump, if you went wide you missed it too, but the obvious best line caught the bump, and spectators told us that several preceding cars had problems there, the cars that followed us also had problems on that line, even though we were slowing them down!

I am now leading class A, and class E in the championship with no driver!??!

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## Taranaki Tarmac

With the experience of Waitomo only two weeks ago we headed up into what had become known as tornado land. Little did we know how close to the affected areas we would be until Saturday.

Thankfully the motel this time was a little more comfortable than Waitomo with a heater that worked all the time and not when it felt like it. We had been warned there was no 98 fuel available in New Plymouth but as we discovered this was from Wanganui north so thankfully the Ignis runs just as well on 96! BP's in New Plymouth aren't all that easy to find either and after driving around for a while decided that the 4c a litre discount would just have to do.

The site for documentation turned out to be just across the road from the recently de-roofed Placemakers in New Plymouth and was at a local car dealer's showroom. Set out in a big circuit around the room doing all the necessary paper work, bulletins, licences, bag of stickers and road books, overalls and helmets were all checked and lastly picking up the safety notes. Good chance to catch up with friends while standing in the queue too.

Drivers briefing and the issue of the start order wasn't until 9:30pm so we headed off into town for dinner after depositing the Ignis into Park Loose in the underground Warehouse carpark.



Saturday morning dawned clear and sunny and damn cold thanks to the amount of snow we could now see on Mt Egmont, contrary to what the weather had been in the week proceeding the rally. Our first tour to Stage 1 took us right through Oakura where most of the damage from the tornadoes had occurred. What an amazing sight this was with the path very easy to see either side of the main road. Now something I am very grateful to see appearing at the start of stages is a port-a-loo! Now I know that rallying has been a predominantly male dominated sport but is good to see a few comforts being thought of especially for us ladies. Anyway back to the rally... we had been warned of a 20metre patch of unsealed road about 9km into the start of the stage but it was the 3km of loose surface at the start that really should have been bulletined! We had a good spin not far from the start which certainly made Brian back off for the next wee while. Some of this was caused by folk cutting the inside of corners and tossing the contents sideways for the unsuspecting followers and we found lot of this along the way.

Stage 2 was better with lots of tight twisty stuff with several cars leaving the road into some serious down hill land but thankfully no one hurt bar the bank balance. From here we headed to the service park at Okato. Stage 3 was a repeat of most of Stage 1 with a different ending part so we were prepared for the loose surface and other obstacles along the way. As these two stages were so close together the organizers had warned that if you went off in Stage 1 then you may be there until after the second run through. We passed a triangle that looked like a forgotten item from the first run fairly early on but no sign of a car. About now we took a 90left about tighter than anticipated and we dropped into one of the dug out corners with a heck of bang, this was to be significant later on. A wee way on was a car from the first time sideways off to the left with another keeping it company just behind it.... Not that further along another triangle just before a bridge with no car in sight but the crew up around the corner all ok, this turned out to be some friends of mine who had gone off just before the bridge, 10 meters down nose first into creek!

Thankful to finish this stage we made our way on the 62km tour to Stratford. Brian noticed that the front wheel wasn't as smooth as it had been and we wondered if we had bent the rim but we had planned to change the wheels around at service so would look there. On arrival, Dan took off the offending wheel (which thankfully wasn't bent) but noted that it was quite warm and on further investigation told us that the wheel bearing was damaged. One of the other service guys from across the road came and had a look as well but the verdict after some discussion was that it wasn't worth doing more damage to complete the 100km special and 100km touring still to do. Our first DNF of the season and my first ever so was a bit of a downer but it had to happen sometime.

We left the Ignis parked in Stratford as it wasn't worth doing more damage to it as we had to pass back through here on the way home so headed off back to New Plymouth to get our gear and the trailer. On the way back to Stratford we decided we might as well see some of the rally if we could so negotiated our way into a mid point on stage 6 complete with the empty trailer. The best way out after the stage was back towards the start so after the road was reopened we carefully made our way out. Just a few kms up the road we came across one of the crews loading their car onto their trailer, as we got closer it turned out to be Struan Robertson and Len Fisher and a rather battered looking Evo. Len's comment was about hitting the trees over there.... With the back of the car before ending up in the middle of the road.



The front sump guard was bent in half and they were having a little difficulty finding something stable to tie what was left of the front of the car to the trailer. Is a good reminder of how important the safety equipment in our cars. I think Struan has a broken little toe and Len a headache.

Jilly Hutson

# CLUBNIGHTS

First Wednesday February to December 7:30

Clubnight venue:

**Fireman's Arms, 313 Jackson Street, Petone**

(North End of Jackson Street, just South of Cuba St intersection,  
West side of street)

## June Autocross - Levin



Loren Brooks



Corey Coburn



Brendon Glendinning



Bill Peacocke



Leon



Brian Worboys



Webster

ATTORNEY: What was the first thing your husband said to you that morning?

WITNESS: He said, "Where am I, Cathy?"

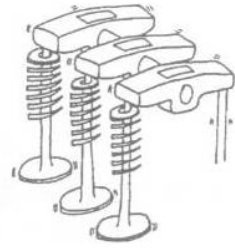
ATTORNEY: And why did that upset you?

WITNESS: My name is Susan.

## Tappet chatter

Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

Note: We trust our informants' 100% and would never question their reliability!



During a sex scene in the club's showing of "Smash Palace" movie, Lisa said to Gerald " See, that's how its done!"

Last month's Guest speaker:

I thought the funniest part was Stuart spending 5+ min squeezing the Alfa33 out onto the road between the 2 parked cars on the street, requiring flicking the mirrors in as it was that tight. Then less than 2 minutes later the owner of one of the parked cars turns up and drives away!

Plus the bail off the back of the chair was pretty good too! Guest speaker, and gymnastics in one.



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ATTORNEY: The youngest son, the twenty-year-old, how old is he?

WITNESS: Uh, he's twenty-one...

ATTORNEY: Were you present when your picture was taken?

WITNESS: Would you repeat the question?

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