



WHEELSPIN

May 2007

www.hccc.org.nz

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WEBSITE: www.hccc.org.nz

COVER PHOTO

Father Wayne marshalling his family at Manfeild

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

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.

DEADLINE

The Deadline for Wheelspin articles is the 20th of the month approx.

Clubnight

Wed 2nd May at the Firemans Arms, Petone

Presidential type talks about nothing much.

Well, I've had another complete change of cars since last month's writing. I'd have warned you to sit down before I sprung that on you, but hey, I've done that much car changing in the last 12 months that it's not funny.

Quick rundown of Leon's car ownership of the last year or so.

Toyota Corolla station wagon, sold to purchase Charade DeTomaso, sold to purchase elderly rusty Starlet, now sold to purchase front drive Starlet!

Toyota Corolla club car, swapped with Toyota Levin, swapped with Mazda MX5, now sold to purchase Keith Heginbotham's old supercharged MR2.

So, now have two Toyota's again (hey, isn't that where I started from?). Front drive Starlet for daily hacking, autocross and motorkhana's on grass, then perhaps on to gravel depending on my sense of self preservation. As I mentioned last month, the rear drive Starlet was a heap of fun, but too slow, and the rust was starting to look very terminal.

Those of you who have known me for a few years, will know that I've been on Keith's case since 2000 about trying to buy his MR2 off him. I figured that he'd probably be buried in it, but I kept asking him out of habit. Previous club night, he said he was contemplating selling it. As soon as I got up off the floor again, I had a serious think about the possibility of selling the recently acquired (January in fact) MX5 in favour of the MR2 purchase. The MX5 is newer, and less likely to be mechanically troublesome, along with being far easier to get parts for. But, the MX5 would need around a grand spent on it, before I could use it in anything other than ClubSport Basic events as it would need a half cage, and then a race seat to get my head down low enough for me to actually be safe in the event of a roll.

So there were advantages on both sides. I then took the MR2 for a drive again, having not driven it in nearly seven years, and then immediately chucked logic out the window and advertised the MX5 for sale. I now own an MR2, have a dent in my wallet, and a big stupid grin on my face. The MX5 now lives in Gisborne.

Along with my car swapping antics, there has also been some motor sport going on as well. The WMSA prize giving came and went, unfortunately without a guest speaker, and most of the HCCC trophies which the engraver had given to the wrong club!

The Clubsport Nationals happened up in Auckland, with Pete Collins, Brian Craig, Jilly Hutson, and Webster Gough representing HCCC. The results didn't see any of us right at the pointy end of the field unfortunately, but I gather that Webster got an outstanding result in the hillclimb, bringing the Starlet home in seventh overall! That's some pretty serious FAST happening out of a 1300cc Starlet.

There was heaps of controversy over the tyre rules, as lots of road tyres were turned away, and lots of rally tyres were eligible. This resulted in the grass motorkhana venue being completely destroyed, which made consistent times between the different groups impossible, as some people were having to drive on very badly damaged ground on some tests. The tyre marking and associated arguments lead to scrutineering still running after 10pm. This obviously isn't good for anyone involved, and there is apparently going to be a major revisiting and rewrite of the rules for 2008. If any of you have any thoughts or suggestions for seeing a good workable set of tyre rules, can you please put them in writing and submit them to me.

There is a tendency for people to talk about stuff a lot, and then it gets forgotten, which is where writing stuff down becomes invaluable.

Congratulations again go to Alan Groves, who is proudly collecting his National Autocross Championship award again this year. Well done Al!

Our club's big event for the year came and went, with the Dual Car Sprint running once again at Manfeild. We had a reasonable amount of entries, with around the 45 mark entered, and a couple of people sick, or with broken cars who didn't make it on the day.

We had a small army of Scrutineers, who motored through the cars who came to Scrutineering and documentation on Thursday night. Nothing really major was discovered, with a few people having to tighten a bolt or two, or present some tyres on the day.

Saturday morning was a bit busier, with only three scrutineers, and about a dozen cars to look at. The only major on the morning was a car with a full cage, and without an ounce of padding to be seen anywhere. Luckily one can buy cage padding in Palmerston North on a Saturday, and they got their runs in during the afternoon.

Driver briefing was around the half ten mark, and cars were on the track and racing just before 11am. No matter how you plan it, the Scrutineering and documentation process always seems to take just that little bit longer than anticipated!

I was timing all day, through lack of car suitable for Manfeild events (I had only just bought the Starlet, and hadn't bought the MR2 yet), along with a few other people in the same boat! Timing is definitely a fun way to spend the day, as you get the best seat in the house, and you get "Grudge Matches" between the timing people to see who's cars are faster.

Brendon provided the comic relief (as he often does), as he was busting to pee, but we didn't have enough people to relieve him (pun intended). So he started the watch when his allocated car started, and made a mad sprint for the toilet. We can report that Brendon managed to get from the timing hut, to the toilet, do whatever needed to be done there, and return to the timing hut in exactly 1:23. Then some really bad jokes followed.

Aaron asked "So, how far up the wall did you get"
Leon said "1:23, and your car took 1:40, you probably actually had time to give it a shake"
Somebody else asked if he started unzipping before he actually got to the toilets!

I told you I'd get this in the magazine Brendon!

Neil Tapp and Neil Roots had a good dice on the track, as Neil T had more power, while Neil R is the last of the late brakers. It made for some quite good commentary too, as we were noting the Neil had caught Neil, but Neil then out-braked Neil.

I need to thank a bunch of people, starting with Mal Clunie and the Rescue crew, who provided their usual outstanding service. In return, we fed and watered them until they couldn't move. Scrutineering was run by Wayne Gair, with the help of Roger (Mitsi Club), Al (Kapiti), Geoff and Dani (HVMC), Aaron, Blair, Cy, Neil, and myself. Hopefully I haven't missed anyone off

the list!!! Timing I'm definitely going to miss people, because we had SO many helpers during the day. Firstly, the two girls who Brendon borrowed off the Pit Lane wall, and helped us out all day, and we don't even know who they were! Brendon, Stacey, Aaron, Peter Collins, Jilly, Neil Tapp, Neil Roots, Gary Maddock, Simon Wellum, Brian Craig, and anyone I missed out. Then of course our regular "borrowed expert" Ken Douglas from Levin Car Club who was Clerk of Course, and brought us a bunch of extra stopwatches. Thanks also to HVMC, who kindly provided us with a variety of flags, so we had more than our usual flags in use.

If you have anything different you'd like to see happen, we'd be really pleased to hear from you ☺ Our relatively modest entry numbers saw people getting huge amounts of laps, with one chap in a BMW getting eleven runs throughout the day.

The very next day was the Rallywoods Autocross, run by HVMC. It was a real trek in, taking 40 minutes in the Starlet from Johnsonville. A bunch of people got themselves rather off track on the way there, with Brendon, Aaron, and Leela all ending up driving up a goat track until they met Farmer Brown at the top.

It was a really interesting course, laid out much more like a track, than aiming between pairs of cones. So if you did go off course, it was going to be a case of then running over about five cones, and then possibly down a bank. Luckily nobody went for the down the bank option.

There was a good turnout, with a big thirty one entry field. Geoff Warren took out overall honours in the Legacy, with Peter Collins in second, Graham Heath third, Adam Bligh fourth, and me in the wee ex-rental rocket in fifth. The day went very smoothly, and with relatively short lap times, we were all wrapped up not long after 1pm. Hopefully we will be able to get more events in and around the area, with lots of interesting gravel to be had on the way there!

Anyway, I've accidentally written a small novel, so I will wrap up here, and just tell you that the butler did it.

Leon

FYI "Smash Palace", movie night booked June 27th 7pm, MotorSport House.



Gerald trying hard at Manfeild

Time flies like an arrow. Fruit flies like a banana.

Road and Track

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The series will be made up of events are run by the following Committees on the following dates.

Harbour Capital Car Club	14th April 2007
The Surgery Intermarque	3rd June 2007
Hutt Valley Motorsport Club	1 st July 2007
The Surgery Intermarque	19 th August 2007
The Surgery Intermarque	30 th September 2007

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

This will not affect the four counting rounds

Registration is compulsory 24hr prior to second event

Regs and registration forms are available on

www.seabrightmotorsport.co.nz or you can e-mail Gerald at carriagecartage@paradise.net.nz

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A gossip is someone with a great sense of rumor.

HCCC MANFEILD DUAL CAR SPRINT - 14 APRIL 2007

ENTRIES

No.	NAME	CAR	Class	Class		Club	Event 1
				Place	Points		
28	Bruce Dove	Toyota Trueno	A	1	20	HVMC	01:23.62
6	Gary Maddock	Honda Civic R	A	2	19	HCCC	01:24.31
18	Ben Wilson	Datsun 1200 Coupe	A	3	18	HBCC	01:24.47
22	Michael Jane	Toyota Levin	A	4	17	HBCC	01:25.38
91	Harold Shepherd	Fraser Clubman	A	5	16	MAN	01:26.04
8	Graham Heath	Nissan Pulsar GTi	A	6	15	HCCC	01:27.14
82	Brent Sellens	Toyota Corolla GT	A	7	14	HCCC	01:27.39
14	Paul Olson	BMW 318i E30	A	8	13	BMW	01:29.83
72	Simon Perchard	Rover Mini cooper	A	9	12	MAN	01:30.42
35	Ross McKenzie	Honda Civic	A	10	11	Kapiti	01:30.85
9	Neil Tapp	Toyota Corolla	A	11	10	HCCC	01:30.96
19	Shane Atkinson	Nissan Pulsar GTi	A	12	9	Wai	01:32.99
16	Simon Wellum	Ford Laser TX3	A	13	8	HVMC	01:34.87
86	Blair Murray	<i>Holden Barina GTi</i>	A	14	7	Kapiti	01:35.01
861	Zak Murray	<i>Holden Barina GTi</i>	A	15	6	Kapiti	01:35.36
59	Mike Hodgetts	Toyota Corolla GT	A	16	5	WCC	01:36.17
128	David Phipps	Fiat 128SL	A	17	4	HCCC	01:36.68
47	Brian Craig	Toyota Corolla GT	A	18	3	HCCC	01:37.09
38	Jilly Hutson	<i>Suzuki Ignis</i>	A	19	2	HCCC	01:43.38
23	Webster Gough	Toyota Starlet	B	1	20	HCCC	01:22.84
7	Bredon Corby	<i>VS Commodore</i>	B	2	19	MAN	01:25.16
313	Nik James	Mazda MX5	B	3	18	HVMC	01:25.29
84	Adam James	Toyota Starlet	B	4	17	HVMC	01:25.61
4	Terry Kearns	Holden Commodore	B	5	16	HCCC	01:26.17
17	Neil Corby	<i>VS Commodore</i>	B	6	15	MAN	01:27.15
320	Stephen Marks	BMW 320i	B	7	14	HCCC	01:27.26
12	Selwyn Bercich	Nissan 200 SX	B	8	13	HVMC	01:27.43
21	Brian Worboys	Road Rat	B	9	12	HCCC	01:33.16
007	Gerald Lee	Corvette	B	10	11	HCCC	01:33.25
2	Greg McCourt	<i>Daihatsu Charade T</i>	B	11	10		01:34.48
11	Neil Roots	Mitz V3000	B	12	9	HCCC	01:35.19
62	Colleen Tyree	<i>Daihatsu Charade T</i>	B	13	8		01:41.68
928	Struan Robertson	Porsche 928	B	14	7	Kapiti	01:41.96
898	Darren Gledhill	Nissan Skyline GTR	C	1	20	HCCC	01:19.97
95	Leon Chan	Subaru Impreza	C	2	19	HCCC	01:20.80
607	Darryl Forbes	Mitsubishi Evo 9	C	3	18	BMW	01:21.12
1	Alan Groves	Subaru Impreza	C	4	17	KCC	01:21.53
556	Trevor Knowles	Subaru Impreza STI	C	5	16	HCCC	01:22.96
3	Craig Brady	Subaru WRX	C	6	15	HCCC	01:23.26
330	Kieran Marks	Toyota Celica	C	7	14	HCCC	01:28.08
77	Kevin Thickett	Mitz Libero GT	C	8	13	HVMC	01:35.46
5	Len Fisher	Toyota Celica GT4	C			HCCC	00:00.00
25	Terry Bradley	Porsche 944	B				00:00.00
26	Ron Dewsnap	Ford Mustang	B			Kapiti	00:00.00
138	Brian Rowe	<i>Suzuki Ignis</i>	A			HCCC	00:00.00

Without geometry, life is pointless.

Porsche dealer - "I got it wrong with the buy one get one free card".



Written by Jenny Shu
Friday, 23 February 2007

Glen Fergusson - Sales and Marketing manager for a brand new Californian Porsche dealer. Has lost his job and faces possible legal proceedings as the company strives to reclaim the costs of the 18 Porches given away free under Glen's Opening day "buy one get one free promotion" "I admit I didn't really do the numbers properly on this one" said Glen who told reporters that he had "seen the concept work really well for coffee stores" and in terms of numbers you could argue that Glen's campaign worked. As the new Porsche dealer sold 18 Porches in the first hour of the store opening.

It took the head office a full hour to realise what was going on and subsequently shut the store.

Local man Bruce Stepper took out a second mortgage on his home after getting a promotional flyer in his mailbox. "I am ecstatic - I brought a shiny red Porsche today, got another one free and I have sold just sold it on EBay, all up I end up getting a Porsche 911 for \$5000"

Jane Cameron was arguably even more entrepreneurial. The local Janitor purchased a Porsche using the dealers "no deposit finance plan for low income earners", sold both cars, paid off the finance account and walked away with \$120,000 profit. The finance plan was another one of Glen's initiatives that has now been cancelled.

A red faced Glen stated "I have never really been too good at Math and I was sure the whole time we were making money - I was initially blown away by the amount of cars we were selling in that first hour. I had seen the "buy one get one free card" work extremely well for the new coffee shop down the road and thought what a great idea I will try it here."

National spokesman for the dealership chain was quoted as saying "We are just glad that the idiot didn't have time to run with his 'test drive 5 cars, get one free loyalty stamp card' campaign.

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A man's home is his castle, in a manor of speaking.

Night Trials

Hello folks

It's time to let you know about this year's night trials series, as the first round is less than a month away. Below is some information about car trialling that might be helpful, especially if you're new to the game.

The format for the series is the same as in recent years - five rounds, on the second Wednesday evening of each month from May to September; documentation from 7pm, first car away at 7:30pm; entry fee \$15 per car for each round; running time is about 1 hour 30 minutes; relax over a coffee afterwards; class placings published to let you compare your performance with others of similar experience. Please mark the dates in your diary.

May 9 - round 1. Organiser is Stephen Marks. Start and finish at 9 Nether Green Crescent (off Erris Street), Johnsonville.

June 13 - round 2. Organisers are Barry Lakeman & Eddie Conroy. Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (end of Jackson Street), Petone.

July 11 - round 3. Organisers are Cathy & Mike Reid. Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (end of Jackson Street), Petone.

August 8 - Organiser is Geoff Warren. Start and finish at Hutt Valley Motorsport Club rooms, Halford Place (end of Jackson Street), Petone.

September 12 - Organisers are Wayne Gair & Dianne McDonald. Start and finish at 2 Wright Street, Titahi Bay.

Geoff and his crew are first-time organisers this year - it's always good to see new organisers stepping forward.

There won't be a training session before the series begins (as suggested earlier - seemed like a good idea at the time) - no volunteers to help organise it and little interest expressed in attending it. But I'm always willing to talk with anyone - just phone or email me (details below), or talk with me (or one of the other seasoned campaigners) at the start of an event.

Car trialling is a tricky sport to get used to, so please stick with it for a few events until you get the hang of it. You might find it useful to have an experienced person in your crew for your first couple of events to explain things as you go. Look at the maps and explanations at the finish, and please talk with the organisers or other competitors if anything doesn't make sense. If you don't already have them, you should get hold of the rules. With a bit of luck, you can download them from the link below. If that doesn't work, go to www.motorsport.org.nz, click on Regulations, then click on Trials Competition Booklet. There's a section of Helpful Hints at the back.

<http://www.motorsport.org.nz/Regs/regulations.htm#TrialsCompBooklet>

For those who aren't sure of the rules for the Honda Challenge Trophy Night Trials Series, here's a summary:

All participants earn points towards the trophy, but you have to be a member of an affiliated car club to win it.

"All participants" includes competitors (drivers, navigators, timekeepers, passengers, etc) and officials (organisers, checkers, marshals, etc).

Points are based on overall placings: 1st = 20, 2nd = 17, 3rd = 15, 4th = 13, 5th = 11, 6th = 10, 7th = 9, 8th = 8, 9th = 7, 10th = 6, 11th = 5, 12th = 4, all others finishing within time = 3, those

finishing maximum late = 2, non-finishers = 1; organisers = 20, checkers = 12, manned checks & controls = 3.

For enquiries, email the series coordinator at john.rapley@paradise.net.nz or phone 562 8356.

To add a name to our email contacts list (or to take a name off, but I'll probably cull a few of the inactive names anyway), just email me as above.

Please pass the word around your club, and publish something in your club's magazine.

Attached FYI is the official final points table for last year's series, from the Wellington Motor Sport Association's points keeper.

Hope to see you at the first event on 9 May.

Cheers, John

(Results for last year below)

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When two egotists meet, it's an I for an I.

HONDA CHALLENGE TROPHY

		10/May	14/Jun	12/Jul	09/Aug	13/Sep	Total	Place
John Rapley	HCCC	20	13	20	20	13	86	1=
Carol Weston	HCCC	20	13	20	20	13	86	1=
Eddie Conroy	WGTM	16	11	20	10	15	72	3=
Denise Gandy	HVMC	8	20	13	20	11	72	3=
Hilary Gandy	HVMC	8	20	13	20	11	72	3=
Gordon Gandy	HVMC	8	20	13	20	11	72	3=
Suzanne Gandy	HVMC	8	20	13	20	11	72	3=
Barry Lakeman	WGTM	16	11	20	10	15	72	3=
Wayne Gair	HCCC	13	10	9	17	20	69	9=
Dianne McDonald	HCCC	13	10	9	17	20	69	9=
Danielle Reese		10	17	17	15	8	67	11=
Geoff Warren	HVMC	10	17	17	15	8	67	11=
Donna Marks	HCCC	20	15	15	11	5	66	13
Donna Campbell	HCCC	11	20	10	13	10	64	14=
Leon Cast	HCCC	11	20	10	13	10	64	14=
Brendon Glendinning	HCCC	11	20	10	13	10	64	14=
Stacey Wilton	HCCC	11	20	10	13	10	64	14=
Stephen Marks	HCCC	20	15	15	11		61	18
Sarah Fouhy			17	17	15	8	57	19
Mike Reid	HVMC	16	12	3	6	17	54	20
Cathy Reid	HVMC	16	12		6	17	51	21
Matthew Connor	HCCC	6	8	5	9	20	48	22=
John Tennent	HCCC	6	8	5	9	20	48	22=
Jilly Hutson	HCCC	4	4	20	8	9	45	24
Carla Van Ansem	HVMC			17	15	8	40	25
Brian Craig	HCCC	7	6	4	7	7	31	26=
Barry Craig	X	7	6	4	7	7	31	26=
Gerald Lee	HCCC	3	4	6	8	9	30	28
Webster Gough	HCCC	4	4		8	9	25	29
Simon Wellum	HVMC	2	9	8	4		23	30
Andrew Bartle		5	7	3		6	21	31=
Marjorie McKee		5	7	3		6	21	31=
Ben Stockbridge	HCCC			7	12		19	33
Neil Roots	HCCC	3		6		9	18	34
Daniel Blant			9	8			17	35=
Dave Glover	MOWOG			11	3	3	17	35=
Lynne Glover				11	3	3	17	35=
Mike Dempsey	HVMC	12					12	38=
Darryl Monk						12	12	38=
Sandra Monk						12	12	38=
Keith Heginbotham				11			11	41
Craig Letts			9				9	42=
Andrew Steven		9					9	42=
Paul Taylor	WGTM	9					9	42=
Ashley Clarkson				8			8	45=
Bill Peacock	HCCC				5	3	8	45=
Dave Wilce	HCCC	4	4				8	45=
Dianne Stockbridge	HCCC			7			7	48
Andrew Wellum	HVMC	2			4		6	49
Brian Atkins	SUNBEAM		5				5	50=
Mari Atkins	SUNBEAM		5				5	50=
Crystal Forbes	BMW					5	5	50=
Darryl Forbes	BMW					5	5	50=
Graeme Kirkaldie	HCCC	3		2			5	50=
Hamish Kirkaldie	HCCC	3		2			5	50=
Murray Owen	HCCC				5		5	50=
Leanna Fisher	HCCC					4	4	57=
Len Fisher	HCCC					4	4	57=
Mahesh Girvan						4	4	57=
Chris Clifton	HCCC	3					3	60=
Craig Crawford	HCCC					3	3	60=
Brad Devine				3			3	60=
James Hildreth	BMW	3					3	60=
Alex Horvat		3					3	60=
Mike Horvat		3					3	60=
Chris Lakeman				3			3	60=
Tamsin Lakeman				3			3	60=
Mark McLauchlin			3				3	60=
Curtis Ramsey		1					1	69=
Hayden Walker	HCCC	1					1	69=

A bicycle can't stand on its own because it is two-tired.

From: Geoff Warren [<mailto:geoffw@paradise.net.nz>]

Subject: Rallywoods autocross results

Afternoon all,

Hope you all enjoyed the day.

A nice course in a small space. Held up nicely, so all going well, we should be able to use it again in the future.

Might even use the gravel access road for a gravel sprint in the future too.

Results attached.

Thanks to:

Dani Reese for timing.

Matt Rule & Jared Rush for running the day.

Mike & Cathy Reid for marshaling.

Scrutineering team of: Roger Barnes, Leon Cast, Dane McIndoe and Geoff Warren

HVMC Rallywoods Autocross - 15 April 2007

Kim Naylor Round

No.	Name	Car	Club	Class	Practice	Run 1	Run 2	Run 3	FTD	Class	Overall
4	Geoff Warren	Legacy RS	HVMC	4WD	61.63	57.41	56.28+1	54.95	54.95	1	1
23	Adam Bligh	Evo	KCC	4WD	62.92	64.42+1	56.97	61.67+2	56.97	2	4
18	Gregory Eden	Legacy RS	none	4WD	59.00	63.96+1	59.36	60.39	59.36	3	9
3	Allan Tucker	Legacy	HCCC	4WD	65.73	62.52	60.94	59.72	59.72	4	10
20	Dane McIndoe	WRX	HVMC	4WD	69.81	63.15+1	62.70	63.64	62.70	5	19
21	David Strand	Lancer GSR	none	4WD	71.82ww	70.78	63.72	67.00	63.72	6	21
13	Trevor Knowles	WRX	HCCC	4WD	76.03	69.92	64.11	64.13	64.11	7	23
25	Terry Moes	GTB	none	4WD	69.51ww	67.43+1	64.45	67.00	64.45	8	24
26	Robert Moes	GTB	none	4WD	68.20ww	66.72	64.53	63.67+2	64.53	9	25
12	Vivian Eden	Legacy	MMC	4WD	72.37+1	68.39	67.04+1	67.41	67.41	10	30
31	Stuart Coulson	Mazda 323	none	ENOD	75.50	71.17	65.30	65.77	65.30	1	27
30	Peter Collins	Corolla	HCCC	EOD	63.25	61.50	57.98	55.59	55.59	1	2
15	Graham Heath	Pulsar	HCCC	EOD	61.78+3	58.77	57.10+1	56.84	56.84	2	3
16	Leon Cast	Starlet	HCCC	EOD	63.48	60.47	58.67	57.59	57.59	3	5
29	Brendon Glendinning	Corolla	HCCC	EOD	64.87+1	61.52	58.79+1	57.81	57.81	4	6
11	Jared Rush	Starlet	HVMC	EOD	62.22	62.67+1	60.67	58.77	58.77	5	7
5	Webster Gough	Starlet GT	HCCC	EOD	64.06	61.22	59.88	59.27	59.27	6	8
14	Neil Roots	Honda City	HCCC	EOD	61.30	60.05	69.30	61.25	60.05	7	11
10	Mike Reid	Starlet	HVMC	EOD	64.33	65.10ww	63.31	60.25	60.25	8	12
19	Ross Mckenzie	Civic	KCC	EOD	66.13	60.36	61.00	58.82+1	60.36	9	13
1	Dave Wilce	Civic	HCCC	EOD	66.39	67.64	60.52	60.56	60.52	10	14
9	Matt Rule	Starlet	HVMC	EOD	62.73	60.78	60.84	61.42	60.78	11	15
7	Nik James	Lancer	HVMC	EOD	66.20	63.50	92.21+1	61.23	61.23	12	16
27	Aaron Tasker	Corolla	HCCC	EOD	71.16	62.23	63.93+3	64.01+1	62.23	13	17
17	Jilly Hutson	Starlet	HCCC	EOD	76.16	65.89	62.53	62.47	62.47	14	18
28	Leela Copping	Corolla	HCCC	EOD	71.19	65.58	63.27	63.89	63.27	15	20
2	Cathy Reid	Starlet	HVMC	EOD	68.31	65.52	64.06	64.72	64.06	16	22
6	Marie Harris	Lancer	HVMC	EOD	70.53ww	67.55	65.11	64.64	64.64	17	26
22	Ben Whiting	Prelude	HCCC	EOD	68.52	66.81+2	66.55	66.33	66.33	18	28
24	Kylie Moes	Prelude	HCCC	EOD	68.81ww1	70.13	70.28	66.38	66.38	19	29
8	Sandra Isted	Lancer	HVMC	EOD	70.29ww2	70.28	69.02	68.53	68.53	20	31

What's the definition of a will? (Come on, it's a dead giveaway!)

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Wellington Motorsport Association Calendar 2007

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

As at Apr17th 2007

Month	Date	Steward	Event Type	Club	Venue	Status
May	5		Autocross	K		
	6		Sealed Sprint	LVN	Kahinau rd	
	9		Night Trial	BM		
	12		Rally		WHANGAREI	
	13		Gravel Sprint	W	Puketiro Rd	
	19		Rally	T	Taupo Classic	
	20		Motorkhana	Mitsi	Te Marua	
	25		Motorsport AGM		Wellington	
	26		Motorsport AGM		Wellington	
	27		Auto-x or Motorkhana		Donnelly Park, Levin	
June	2		Rally Wairarapa	W	Wairarapa	CR
	3		Rally Wairarapa Intermarque Sprint	W ?	Wairarapa Manfeild	CR IM
	10		Race winter series		Manfeild	
	13		Night Trial	Wtn		
	17		Motorkhana	HV	Todd Park	ST
	23		Rally		HAMILTON	
	24		Auto-x	HC	Donnelly Park, Levin	
July	1		Autocross Circuit Sprint	K HV	Otaihunga Manfeild	
	7		Rally		TARANAKI	
	8		Gravel Sprint Race winter series	Lvn	Gladstone Rd Manfeild	
	11		Night Trial	HV		
	15		Gravel Sprint	K		
	22		Intermarque Sprint	?	Manfeild	IM

	29		Auto-x	HC	Donnelly Park, Levin	
August	4		Rally		HAWKES BAY	
	8		Night Trial			
	12		Auto-x Race winter series	HV	Todd Park Manfeild	
	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		
	12		Night trial	HC		
	16		Gravel Sprint Race winter series	K	Manfeild	
	23		Auto-x	HC	Donnelly Park, Levin	KN
	29		Rally		NELSON	
	30		Intermarque Sprint	?	Manfeild	IM
October	7		BATHURST			
	13		Rally 50 th Anniversary	W	FAR NORTH	
	14		50 th Anniversary Gravel Sprint Race winter series	W Lvn	Wairongamai Rd Manfeild	
	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
	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
Nat	National Meeting		KN			
NT	Night Trial Series		VB			
WT	Wall Trophy Trial					

A backwards poet writes inverse.

4 Peaks Poker Run

Hi Everyone,

We can now release the entry information for the Four Peaks Poker Run and announce that Honda New Zealand is the proud official vehicle supplier to the event.

It's the ultimate road trip with spectacular scenery, a game of chance and an opportunity to have a great motoring adventure with a like-minded group of enthusiasts. During the event we will be actively seeking to raise money in support of the Child Cancer Foundation.

This is not a race; participants collect a number of playing cards from different check points, the winner being the person with the best hand of five cards. The Family Quiz is run as part of the Four Peaks Poker Run.

The Four Peaks Poker Run and Family Quiz shall be conducted within the North Island on sealed roads on Saturday 2- Monday 4 June 2007, based from Auckland. The event will comprise three legs with an approximate total distance of 850 kilometers. The event is open to insured vehicles with current registration and warrant of fitness. The compulsory Drivers briefing will be held at 0900 hours in Auckland, prior to the start on Saturday 2 June 2007.

Prize giving will be held at 1700 hours on Monday afternoon in Taupo. The evenings will of course be extremely social!

Please pass this on to all your friends and sponsors, enter now and don't miss out on the excitement.

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

Regards
Stuart Roberts
Event Director
09 482 5481

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Ruby Rallyfeste

On the weekend of the 23rd to 25th March, the Ruby Rallyfeste was held. This was a celebration of 40 years of rallying in New Zealand. The weekend included a rally show on Friday night, a rally on Saturday, and a celebration dinner on Saturday night.

Brian and I entered the rally in his WRC Escort, engine freshly rebuilt after the cam belt broke during the Silver Fern. The lead up to the rally saw Neil Allport's team spend some long hours on both the Escort WRC and Greg Goudie's Escort Mexico to ensure they were both race ready. The WRC was still having a front guard fitted on Friday afternoon, after it had only been cleared by customs the night before!

This was to be the first rally of the year for Brain and I, and I was looking forward to all 116km of stages in the Escort WRC. I was also looking forward to seeing Neil Allport rallying Peter Johnson's Ford RS 200. What a beautiful car this is, and the sound, wow! Enough to get my heart racing! With documentation and scrutineering over, our car was placed in the rally show. We were under Choice's instructions to take the Escort for a half hour run to run the engine in, as he wouldn't see us until first service the next day, opting to stay in Auckland the night and catch up on some much needed sleep!

However, when attempted to remove the Escort from the rally show in order to do this, she cried "NO". Brian called Neil over, who also unsuccessfully tried to start her up. Neil then called Choice. He suspected a battery problem, and set out from Auckland with a replacement. Our team mate Greg Gouldie also had last minute hiccups, with a leaking axle.

Back at the hotel, we awaited Choice's arrival and I spent some time with our team's two new co-drivers, going through the road book and time card / control procedures. Greg Goudie had his son Craig in the silly seat whilst Richard Allport was sitting with father Neil for his first ever co-drive (talk about baptism by fire in that car!)

Choice arrived and set off to hopefully get our girl up and running. However, it turned out to be trickier than expected when it was discovered the fault lay with the starter motor. Fortunately, there was another starter motor for the car, and the pieces broken in each were different. Unfortunately, the other starter motor was in a box, somewhere in the workshop in Auckland! So then it was off to Auckland again for him, to look for the old starter motor, and make one from two.

I tucked myself into bed, still not knowing if we would be starting the rally in the morning. Although in bed, very little sleep was had, due to the Hamilton Boy Racers tearing round and round the block right past our motel. They quieted down at 3am. Then Choice knocked on the door at 5.30 am looking for a coffee to stay awake! He and Jules had arrived back from Auckland at 4.30am and tried to sleep in the ute, fairly unsuccessfully.

At 6.30am they were waiting at the doors of the rally show, starter motor in hand, and Brian and I were at the motel, in overalls, still not knowing if we were competing or watching. Just as we were due to leave to go to the start, Choice and Jules arrived with the good news, YES, we were all go. BUT, try not to stall in the stages and have to restart the car any more than necessary, as the starter motor came with no guarantee!

Off to the start, tour to SS1, and we were ready to go! The start line was a disappointment for any spectators who went to watch the cars take off, as there was a 'Speed Restriction Zone' for the first 500 metres. This is basically a zone where the cars cannot exceed an average of 50kmph, and its function is to 'cheat the system', and keep the average speed of the stage

down to at or below 132kmph, as required by the FIA It must have been calculated perfectly for this stage, as Neil's average speed in the stage was 132kmph.

There was a chicane in this stage, which we managed to clip, but no damage and apparently we were spectacular through it! Part way through this stage a whine developed in the Escort. By the end of the stage it sounded awful. We opted to pull into service as it was obvious things were not well. It turned out to be a nut on the rear diff, which had let go and dropped out the oil. Choice felt he could probably fix it, so we hoped to re-enter for the gravel stages.

In the meantime we were off to spectate. It was well worth it as we saw Neil screaming up the road with the RS200 in full song – what a car! The real appreciation of the speed it was travelling came for many spectators after seeing a few more cars go by and realizing just how fast Neil, at car 1, had been going. Spectacular as ever was Robert Murray in his RX7. Complete commitment through the corners! Whilst watching we got the 'all systems go' from Choice. However, this was short lived as he called back 5 minutes later to say he'd taken the Escort for a test run, and it had done exactly the same thing. We were resigned to spectating for the afternoon.

Neil convincingly won the tarmac section of the rally, then he joined us spectating for the afternoon. Greg and Craig looked like they were having a ball, with Craig's smile at the end of the day saying it all! They won there class to add to the fun!

That evening we attended the Ruby Rallyfeste Celebration Dinner. This was a great evening filled with DVD clips, guest speakers and lots of fond memories of the past 40 years of rallying in New Zealand.

A well organized event all round, well done to those involved in the organizing committee, and thank you for giving everyone the chance to exchange stories and lies at the celebration dinner!

Fleur



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Derek's Story

It is important for men to remember that, as women grow older, it becomes harder for them to maintain the same quality of housekeeping as when they were younger.

When you notice this, try not to yell at them. Some are oversensitive, and there's nothing worse than an oversensitive woman.

My name is Derek. Let me relate how I handled the situation with my wife, Julie.

When I took "early retirement" last year, it became necessary for Julie to get a full-time job, both for extra income and for the health benefits that we needed.

Shortly after she started working, I noticed she was beginning to show her age. I usually get home from the golf course about the same time she gets home from work.

Although she knows how hungry I am, she almost always says she has to rest for half an hour or so before she starts dinner. I don't yell at her. Instead, I tell her to take her time and just wake me when she gets Dinner on the table. I generally have lunch in the Men's Grill at the club So eating out is not reasonable. I'm ready for some home cooked grub when I hit that door.

She used to do the dishes as soon as we finished eating. But now it's not unusual for them to sit on the table for several hours after dinner.

I do what I can by diplomatically reminding her several times each evening that they won't clean themselves. I know she really appreciates this, as it does seem to motivate her to get them done before she goes to bed.

Another symptom of ageing is complaining, I think. For example she will say that it is difficult for her to find time to pay the monthly bills during her lunch hour. But, boys, we take 'em for better or worse, so I just smile and offer encouragement. I tell her to stretch it out over two or even three days. That way she won't have to rush so much.

I also remind her that missing lunch completely now and then wouldn't hurt her any (if you know what I mean). I like to think tact is one of my strong points.

When doing simple jobs, she seems to think she needs more rest periods. She had to take a break when she was only half finished mowing the yard. I try not to make a scene. I'm a fair man. I tell her to fix herself a nice, big, cold glass of freshly squeezed lemonade and just sit for a while. And, as long as she is making one for herself, she may as well make one for me too.

I know that I probably look like a saint in the way I support Julie. I'm not saying that showing this much consideration is easy. Many men will find it difficult. Some will find it impossible! Nobody knows better than I do how frustrating women get as they get older. However, guys,

even if you just use a little more tact and less criticism of your ageing wife because of this article, I will consider that writing it was well worthwhile.

After all, we are put on this earth to help each other.....

Signed, Derek

EDITOR'S NOTE: Derek died suddenly on May 27th. The police report says that he was found with a Calloway extra long 50-inch Big Bertha Driver II golf club rammed up his ass, with only 2 inches of grip showing. His wife Julie was arrested and charged with murder; however, the all-woman jury found her Not Guilty, accepting her defence that he accidentally sat down on it very suddenly!

HCCC Dual Car Sprint



Neil trying to escape from his rusty rear end!



Could that be Keith under those wraps?



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I would have looked like this had I not been sick!



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Webster



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Gary



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Graham



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Lost?



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Gerald



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Brian

Tappet chatter

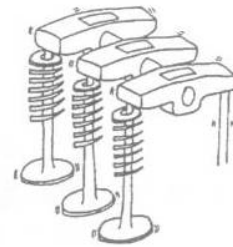
Just so you know: - We don't miss much and we will print everything. never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

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

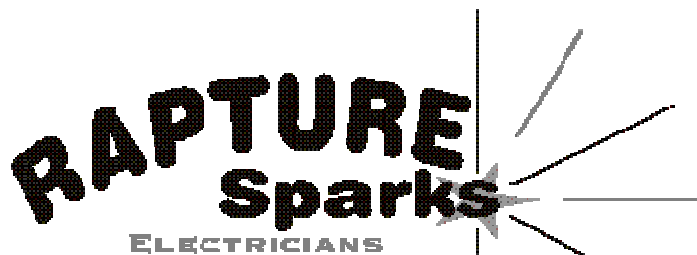
Quote from Gerald:

What does WIFE stand for?

Washing, Ironing, Food, Entertainment



We



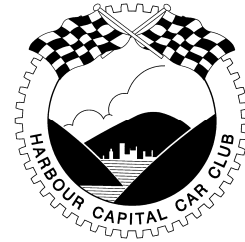
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