



WHEELSPIN

November 2007

www.hccc.org.nz

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COVER PHOTO

Nathan Thomas at Rally Nelson

Photos by: Lars Gange - www.blackbullet.com - 01-802-238-7809

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 7th November at the Firemans Arms, Petone

Guest Speaker: Graham Swann

Presidential Prattling

As always, no rest for the wicked!

Our guest speaker Fleur was excellent at the October club night. With stories ranging over most of Asia and covering her recent years of international rally navigating. It sounds like she definitely has a crew of hardened nutters in the rally team, from the owner to the mechanics.

It certainly hadn't occurred to me that if you left a couple of drivers with nothing to do at the end of a recce, that they'd then arrange the cars to look like they had crashed into each other, and then send photo's of the staged scene back to the team at the service park.

However, now that we've heard about that one, I am sure we could do something along those lines...

The cuisine of international rallying sounded like quite an adventure, and I've never before heard of a meat known as "Pork, maybe".

Next up on the social calendar was the 1980's Kiwi film "Shaker Run", featuring a great car chase scene starting in the middle of Courtenay Place, and then heading over the Rimutaka's. I'd love to know how they managed to shut down SH1, Courtenay Place, and SH2. They'd be an interesting set of roads to turn into some sealed events!

We got a pretty good turnout of people to help me eat the supplies of lollies and chippies that we had on hand. Though as Gerald was busy that night coming down with the flu, instead of coming to film night and snacking, we actually had some food left over at the end of the evening!

I headed up to Otaki at a very early hour to help Levin car club with timing at Wairongomai Road. It was a good day, with 19 cars all getting the full number of runs (and a bonus run).

So far as I know, there wasn't any car carnage during the day, as nobody came back past us at the finish line dragging any bits of bodywork behind them.

The weather was a shocker, with howling gale force winds all day. You could hardly get the door of the timing van closed at one stage.

I did discover one good thing about Telecom's \$10 texting, because everyone who's cell phone numbers I knew I could simply text them their time as soon as they crossed the finish line which saved the five minute walk up to the results van.

Levin put on a really good event that flowed nicely, and ran without any hold ups or organizational snafu's, and from the looks of the smiles on the drivers, I would say that people had a lot of fun there.

The really big event for the month turned out to be Port Road though.

A combination of a regularly run event, plenty of notice, regs out early, the Mini nationals, and a collection of new people having a play for the first time, along with some old faces back again, saw a huge turnout.

There were about 55 cars running, which meant about two hours between runs. Normally that's a bit rough at Port Road, but the weather really turned it on, so I was happily baking in the sun between runs to the point where I had to make a dash to the gas station to buy more drinks.

There was also a spectator point for the first time in many years, with a decent view of the exit to the Alleyway of Fear. I headed over that way for a while after my second run to grab some photo's, but didn't actually stay there very long as it was so incredibly hot.

Not exactly something you can normally say about a Port Road event. Generally at Port Road (and Labour Weekend in general) the most positive thing you can say is usually that "it wasn't raining that hard".

We had loads of people from HCCC running on the day, with myself, Kylie Moes, and Dave Glover running in the baby car class (with a stunning nine entries), four out of the top six results in 1301-1600cc were the usual HCCC stalwarts of the class, Brad White, Nick Tollemache, Brent Sellens and Peter Collins. At this stage in the results, I start losing track of who is HCCC!! But I think we had Sam, Scott and Adrian all running 1800cc Honda's, Webster and Andrew were both flying the "two wheel drive cars with boost" up in the big boys class! It seems strange seeing a Starlet and Trueno up amongst a collection of turbo four wheel drive cars, but as usual, they weren't mucking around.

I was being scared silly by the Starlet, as it decided to run out of brakes almost instantly in my first run, and I'm not even going to try to work out how far the inside rear wheel was coming off the ground during my runs, but it did feel rather scary! I am not even totally sure the inside front wheel was on the ground on a couple of occasions, as I was getting lots of wheel spin in some strange places, and generally speaking, stock standard 1300cc Starlets are not exactly famous for breaking traction under power. Rather more well known in fact for being reliable, and giving good fuel economy.

However, that said, I'd certainly do it again, as I got the wee beastie up to third place in class, only two seconds behind first.

Although, I am not quite sure where I can find myself two seconds around Port Road!

Just a reminder, we've got guest speakers lined up for the next two months, so your continued support would be appreciated. This month we have long term member Graeme Swan, who is going to have a wee chat to us about his Rally NZ adventures

this year. As always, gather from 7pm to order dinner, with the meeting in theory starting about half past seven.

For those wanting an extra Autocross play this month, Levin Car Club has their Christmas BBQ / Autocross afternoon at Donnelly Park on Saturday November 17th, from lunch time onwards. We're invited, so if you want to come up to have a play, it should be an entertaining afternoon.

Those of you with roll cages, please put November 24th into your calendar, as the Shelley Bay sprint is back again. If like myself, you don't have a caged car, Wellington Car Club is always happy to have more marshals or helpers on the day, and I've put my hand up to help them out on the day.

That's more than enough from me (like always)
Leon

HUTT VALLEY MOTORSPORT CLUB
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PORT ROAD STREET SPRINT 21-Oct-07

Car N	Driver	Vehicle	CC	Class	Run 1	Run 2	Run 3	Fastest	Class Place	Overall Place
54	James Sillay	Imp	998	A	105.87	101.14	103.33	101.14	1	30
40	Mike Duston	Mini	1275	A	105.90	103.21	102.54	102.54	2	32
3	Leon Cast	Starlet	1300	A	107.78	107.56	103.72	103.72	3	35
35	Lee Norman	Mini	1275	A	117.72	112.54	112.05	112.05	4	46
34	Anthony Futter	Corolla	1295	A	116.01	114.07	113.48	113.48	5	47
9	Dick Butters	Clubman GT	1275	A	117.21	128.76	116.43	116.43	6	50
47	Kylie Moes	Starlet	1300	A	125.74	119.69	118.26	118.26	7	51
7	David Glover	Mini Clubman	1275	A	120.88	120.10	118.60	118.60	8	52
38	John Watson	Mini	1275	A	141.40	123.43	122.37	122.37	9	53
77	Brad White	Super Sprint	1587	B	96.11	93.58	93.29	93.29	1	5
86	Nick Tollemache	Corolla	1587	B	95.30	94.52	95.99	94.52	2	8
25	Geoff Warren	Mirage	1597	B	97.73	97.46	95.78	95.78	3	10
82	Brent Sellens	Corolla	1587	B	99.26	98.17	96.56	96.56	4	12
22	Campbell Wilson	Starlet	1596	B	99.99	96.70	97.54	96.70	5	13
10	Peter Collins	Corolla	1600	B	102.14	102.05	100.11	100.11	6	24
5	Chelles Roberts	Mirage	1597	B	108.70	105.80	103.42	103.42	7	33
16	Simon Wellum	Laser	1597	B	106.20	106.53	103.47	103.47	8	34
43	Warren Coles	Mini	1360	B	106.87	103.98	dnf	103.98	9	36
45	Daniel Lee	MR2	1598	B	109.38	115.03	110.01	109.38	10	42
17	Jamie Ross	Trueno	1600	B	114.61	110.17	109.78	109.78	11	43
12	Colin Middlemass	Mini	1310	B	115.08	111.05	112.23	111.05	12	44
42	David Middlemass	Mini	1310	B	116.40	112.52	111.21	111.21	13	45
29	Mike Hodgetts	Corolla	1587	B	116.93	116.77	114.12	114.12	14	48
39	Richard Andrews	Mini	1310	B	115.95	115.16	dns	115.16	15	49
24	Doug Breden	Escort	2000	C	97.19	98.28	98.73	97.19	1	15
46	Miles Fowler	Avenger	1699	C	100.86	99.62	97.69	97.69	2	16
49	Sam Buck	Civic	1800	C	97.71	98.98	98.22	97.71	3	17
31	Scott Newlands	Integra	1800	C	99.49	101.02	100.34	99.49	4	21
28	Adrian Marsden	Integra	1800	C	101.05	99.67	99.59	99.59	5	22
33	Tim Sillay	Silvia	2000	C	100.85	99.75	103.98	99.75	6	23
8	Shane Atkinson	Pulsar	1838	C	111.38	107.56	107.55	107.55	7	39
18	Cathy Reid	Charade	1700	C	111.57	117.02	109.35	109.35	8	41
21	Scott Kreyl	EVO	3996.7	D	87.98	89.07	87.32	87.32	1	1
41	Ron Scanlan	EVO	3910	D	95.52	dnf	89.53	89.53	2	2
13	Mark Britton	WRX	3400	D	91.68	90.63	90.22	90.22	3	3
14	Colin Young	Chevron	4002	D	94.05	94.11	93.21	93.21	4	4
27	Steve Hardy	RX7	4001	D	93.63	93.77	94.69	93.63	5	6
44	Ryan Stevens	RX7	4002	D	97.49	94.32	95.18	94.32	6	7
36	Tony Burrows	WRX	3400	D	157.26	96.47	94.83	94.83	7	9
1	Alan Groves	WRX	3400	D	99.76	96.31	95.86	95.86	8	11
26	Chris Barnes	Silvia	3400	D	97.03	96.75	97.08	96.75	9	14
2	Loren Brookes	WRX	3400	D	100.77	98.88	98.05	98.05	10	18
48	Webster Gough	Starlet	2262	D	99.58	99.20	98.38	98.38	11	19
20	David Millman	EVO	3400	D	102.90	99.30	99.33	99.30	12	20
19	Nick Kacouris	Omega	3400	D	104.78	100.34	108.62	100.34	13	25
84	Adam James	Starvia	3075	D	115.10	102.28	100.50	100.50	14	26
15	Peter Galloway	Trueno	4000	D	103.43	100.67	dnf	100.67	15	27
145	Gavin Pollard	EVO	3396	D	102.84	100.94	101.22	100.94	16	28
4	Andrew Thomson	Trueno	2697	D	102.16	102.49	100.95	100.95	17	29
30	Francis Newman	SR Coupe	2698	D	106.47	116.16	101.81	101.81	18	31
11	Jeremy Lawson	RX3	2354	D	105.10	104.86	105.47	104.86	19	37
6	Luke Newman	SR Coupe	2698	D	106.92	105.01	108.48	105.01	20	38
32	Matt Rule	323 BFMR	2720	D	111.93	107.65	125.99	107.65	21	40

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Rally Thailand

Brian Green / Fleur Pedersen and Reece Jones / Steve Smith competed in the International Rally of Thailand on the 13th and 14th October. The rally this year moved to a new base in Pattaya, where the ceremonial start and finish were both held. Brian Green went into the rally with the number 1 on the side of his car, and hoped to be in this position, and win the prestigious King's Cup, at the end of the weekend. Seeded at 2 was local driver Ruegchan Wittaya in an Evo 8, followed by Kasikam Suphot in an impreza. Reece Jones was next away. There were a number of Japanese drivers competing, including lady driver Nagoshi Mayumi. The lead up to the rally was very wet, with heavy rain falling on Thursday and Friday in the leg 1 area.



Brian Green

Saturday consisted of three stages, run three times each. Green went into the lead early, winning stage 1 from Suphot, Wittaya then Jones. Suphot ran off the road in stage 2, and got stuck in the mud, unable to rejoin the road. He restarted the rally later in the day. By the end of the first group of 3 stages, Green held a 20 second lead over Jones, followed by Wittaya. Jones commented that he was "a bit rusty" but was getting back into it and enjoying himself.

The repeat loop saw Jones win two stages and Green 1, Green's lead now a slim 4 seconds. The third loop threatened rain, however, it didn't eventuate. This time it was a win a piece to Jones, Green and Wittaya. Green had one big moment on the last corner of stage 8, running wide off the outside of the corner and knocking over the yellow finish board. Unfortunately, this stage was not kind to Jones, as he bent an intercooler pipe just after a ford, and then, mysteriously damaged the rear codriver's door and window "without hitting anything"! Jones and Steve Smith tried to effect some roadside repairs in very limited touring time, but to no effect. At the end of day 1, Green held a 47 second advantage over Jones, with Wittaya only 4 seconds back.



Reece Jones

Leg 2 was run on the wide flowing roads around the Nong Pa Lai reservoir. It consisted of 3 passes of 2 stages. Green / Pedersen set off into the stages first, but their challenge for the king's cup was effectively over about 1km from the stage finish, when their Evo 9 lost drive. They managed to crawl out of the stage with suspected front dif failure. This immediately moved Jones to the lead, and a tight battle started between him and Wittaya, which would continue most of the day. Jones / Smith went on to win the next two stages and lead the rally by 16 seconds, going to the midday service.

Green limped through, making it back to service, where a broken input shaft was diagnosed. Unfortunately, when this was replaced, more damage was discovered but there was no time to fix it. Jones, on the other hand, was having a great run, enjoying the Leg 2 stages and feeling he was "back into it".

On stage 13 Wittaya pulled back 7 seconds, to narrow Jones lead to just 9 seconds with 2 stages to run. Green was experiencing a bad vibration in the car, and was just concentrating on getting to the finish of each stage, and hopefully hanging onto 3rd.

Nagoshi Mayumi was having a good day, finishing the leg in third position. Jones / Smith won the next stage, opening up a 18 second buffer, with 1 stage to run. Then the rain came. It poured, the way only tropical rain can! This proved to be to Reece's advantage, as he won the last stage by 38 seconds, to take out overall honours by exactly 1 min. Wittaya was second overall, with Brian Green / Fleur Pedersen holding onto 3rd. Nagoshi Mayumi was a very happy 4th overall.

Jones commented that he had a "very enjoyable weekend, co driver Steve and I clicked very well. I entered the event for a bit of fun, and to come away with a win, and the King's Cup, was an added bonus. I do feel sorry for Brian though, it was unfortunate what happened to him today, I was looking forward to chasing him."

Brian was philosophical, commenting that in the morning "we almost had one hand on the cup, but it wasn't to be. We are very happy, however, that Reece and Steve won the event. Providing our programme next year allows it, we certainly intend to be back to try again."

Both New Zealand crews were impressed with the organisation and running of the event, and congratulated the Rally of Thailand organisers on a "job well done"

Fleur

FOR SALE

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Wilford Motorsport Delighted With Success

A successful journey south to the 0800 BOXMAN Rally of Nelson has seen the Wellington team of Nathan Thomas and Richard Kelly take 5th in the Vantage Aluminium New Zealand Rally Championship. "We're wrapped to have done this well, especially in our first full season at this level", says Thomas.

After a season long battle with fellow newcomer Callum McInness (from Tauranga) it all came down to the Nelson event to determine who would make the top 5 in the championship.

A slow start on the first two stages saw McInness take an early lead over Thomas. However on the next group of stages Thomas made a comeback in the Wilford Motorsport Mitsubishi Lancer Evo VII. At the half way point the difference was only 21 seconds.

As the weather closed in and heavy rain affected the road conditions, the gap had reduced again to 15 seconds before McInness spun and lost time. "It was unlucky for Callum, now it's up to us to not make a mistake", said Thomas. With a 9 second lead and only two stages to go the fight was red hot.

Trying to push hard to keep ahead of McInness, while at the same time stay safe, made it a difficult task for Nathan and Richard. Although McInness was faster over these last two tests, the Wilford Motorsport team was able to hold on and finish ahead. Just 4s separating the two after 190km of competition.

With 8th place in the rally, the resulting points secured Nathan 5th for the driver's championship, as well as 5th for Richard in the co-driver's championship, capping a very successful first season. "We've learnt a lot, heaps, and yeah there is still a lot more to go, but it's good to know we can be competitive", said Nathan at the finish.

The team's best result was a very creditable second to Richard Mason on the first leg at Rally Wairarapa. This raised a few eyebrows and caught many people's attention, showing that the team has a lot of potential. Ironically the team's only failure was the next day when a broken oil cooler meant they failed to finish Leg 2 of the event.

With the 2007 season having only just finished team manager Nick Buck says they are already looking ahead. "We know we can go better, we've got the oldest car in the field. Now we have to plan our attack for next year".

For now however the team are celebrating. "We want to thank all of the people who have helped us this year, especially our sponsors, who have helped in many ways to ensure we got to the end", says Nick. "Yeah it's magic, you know without them we couldn't have done it", adds Nathan.



Nathan Thomas & Richard Kelly at Rally of Nelson (our Dec clubnite Guest speakers)

Tappet chatter

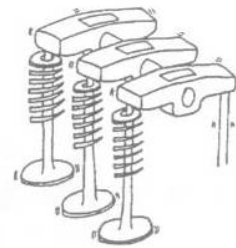
Just so you know: - We don't miss much and we will print everything. We never let the truth get in the way of a good story and we will not be intimidated. We can however be bribed, but we can't guarantee that it won't be published anyway!

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

From Gerald: Thanks everyone for making the series a success and see you all next year.

Remember Xmas is coming and you can buy your partner a gift from Road and Track.

My partner Lisa is getting an oil pack and a new set of spark plugs. He he he



At a recent Computer Expo (COMDEX) Bill Gates reportedly compared the computer Industry with the auto Industry and stated, "If GM had kept up with technology like the computer Industry has we would all be driving 25 dollar cars that got 1000 miles to the gallon."

In response to Bill's comments General Motors issued a press release stating: '

If GM had developed technology like Microsoft we would all be driving cars with the following characteristics:

1. For no reason whatsoever your car would crash twice a day.
2. Every time they repainted the lines on the road you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason and you would just accept this, restart and drive on.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart in which case you would have to re-install the engine.
5. Only one person at a time could use the car, unless you bought "Car98" or "Car NT". But then you would have to buy more seats.
6. Macintosh would make a car, that was powered by the sun was totally reliable, ten times as fast, very easy to drive but would only run on ten per cent of the roads. Any road!
7. The oil water temperature and alternator warning lights would be replaced by a single "general card fault" warning light.
8. New seats would force everyone to have the same size butt.
9. The air bag system would say "Are you sure?" before going off.
10. Occasionally for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
11. GM would require all car buyers to also purchase a deluxe set of Rand McNally road maps (now a GM subsidiary) even though they neither need them or want them. Attempting to delete this option would immediately cause the car's performance to diminish by 50% or more. Moreover GM would become the target for investigation by the Justice Department.
12. Every time GM introduced a new model, car buyers would have .to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
13. You'd press the "Start" button to shut off the engine.

The Summer Saloon Spectacular II is back on the 24/25 November 2007.
 This meeting will have 10 classes over 2 days plus a Saturday night Function at the Denbigh Hotel.

This meeting will be a great weekend out, we have got some great classes, Super GT, Super Mini, HQ/Super6, Sportscars, STARCARS, Pro7, SS2000, Formula First, Pre65, and the new BMW series.

There are expected over 220 cars this weekend, and we have a special ticket offer available to you all.

Weekend pass only \$10

Family weekend pass only \$15

But you need to purchase before the 9th of November. This is half the gate price so get in quick to catch some great racing at Manfeild, presented to you by Motorsport Manawatu.

To purchase either ring 06 323 8290 or email manawatucarclub@xtra.co.nz
 <<mailto:manawatucarclub@xtra.co.nz>> and we can process and send your tickets out!!

Summer Saloon Spectacular II Don't Miss it!!!

Julian Hardy, Motorsport Manager, Manawatu Car Club Inc, Feilding.
 06 323 8290, 027 523 8290 www.motorsportmanawatu.org.nz

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

Month	Date	Steward	Event Type	Club	Venue	Status
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 Wellinfyton
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

Rally of the North – 13 Oct 07

This is the last rally of the North Island Rally Series based out of the sunny town of Paihia approximately 900 km north of Wellington!

This trip actually started the week before when Brian got a booking at Rallydrive NZ in Maramarua on Sunday 6 Oct. We had originally been entered into the Hawkes Bay Classic rally but withdrew in favour of some tutelage from the experts. Saturday up to Hamilton then Sunday morning meeting the guys from Rallydrive at their base in Hamilton before heading off to the forest 72kms away. A fabulous day was had and Brian can fill in this part of things from his prospective but a well worth while trip. Luckily the friends of mine that we stayed with were able to store the car and trailer for us so it meant that we didn't have to drag it home and back again a few days later.

Thursday afternoon we again hit the road north from Wellington on route for Hamilton getting a good run north before staying again at the same friend's place. Friday morning still northward bound we set Jessie the GPS on route for a wash world in Auckland on the way through to remove half of the Maramarua forest we had picked up last week before the next stop in Wellsford for lunch. The couple that serviced for us at the Ruby Rallyfeste were again joining us for the final run of the year and so picked up Maree from home in Kamo with John joining us after work in Paihia. After all the cold weather we have had leading up to this weekend, it was lovely to have dinner on the outside table area at the Motel before going down into Paihia township for Documentation. All stickered up and back to the Motel to swap the tyres around for the new ones. Our Motel was right at the top of a big rise so finding a flat spot to jack the car up was interesting. Down the bottom of the drive was a large grass area that was mostly covered in trailers from the other competitors but did have a space big enough. A couple of the kids from neighbouring motel rooms came out and were strapped into the car complete with headsets and intercom which was good publicity time and the grins on the kids faces was thanks enough.

Saturday morning dawned clear and sunny so off we head into town for official start at 8:23. Now we have opted this time not to run on Pace Notes and put into practise the learning's from last weekend but by the end of the second stage we were not sure if this was the right thing to have done. Service in Kaitaia was a welcome sight before heading off to the short stage 3 and then the mammoth 47km stage 4. There had been a hold up of about 15-20 minutes so lunch in Kaikohe was shortened to keep things on schedule. I was chatting to Cheyne Booths co-driver who had been pretty unwell all morning and he said that they hadn't been able to read the notes so we were fortunate to be able to utilise these for the remainder of the day.

The clouds were starting to come over and rain looming on the horizon. Arrived at the start of Stage 5 to find almost half the field waiting to start and discovered car 30 had gone off the road and had required assistance. Luckily they weren't hurt but the car was upside down in a creek quite a way off the road. Due to the hold up the remaining field toured through as there was only 3km touring to stage 6. With road closure rapidly running out we were the last car allowed to start in stage 6 with the 5 cars behind us having to tour again through the stage.



The next service, which was scheduled to be 20 minutes, most crews just refuelled and kept going after the delays and all cars were able to race through stage 7. By now the rain had started and a broly was needed for clocking in and this made for a little more of a slippery time than in the earlier stages. It was really good to be back on notes as I had found it hard having nothing much to do and does help with the speed too. Stage 8.... Brian Craig had been describing this one to me a few days ago and we were looking forward to it as it had a good tight twisty bit on the end. It was raining quite hard by now and full jacket required for the trek up to control but there are also a few more cars than we were expecting to see. Just after pulling up, a police car also came along and followed the Clerk of the course into the stage.... This doesn't bode well at the best of times and we are quite a bit later than the schedule already. It turns out some locals, who were quite drunk, thought it was a good game to through rocks at the rally cars and dig holes trying to generate a crash! When their mates discovered their actions had stopped the rest of the cars, we understand a little bit of bush justice was delivered, but never the less the result was we had to tour through the last stage which was a bit of a disappointing way to end the rally but the blessing was it was fair tipping it down and would have been very interesting driving in fast mode! The stage was as good as Brian C described and look forward in the future to experiencing this one at rally pace. John and Maree had the ramps all set out so after going over the finish ramp we were able to drive the car straight onto the trailer. Boy can it rain in Paihia!!! A quick dinner and then onto the final prizegiving of the year. Finishing position was 53rd of 56 from 81 starters so we are pretty happy with this. We have retained our 3rd in class standing in the North Island Rally Series which is a pretty good result for our first full year competing.

The FRAM North Island Rally Series prize giving is in a few weeks time in Taupo and our club members competing have done really well overall. The points are awarded separately for drivers and co-drivers from each rally and the top five results out of the possible seven rounds were counted towards the overall results for the series.

Drivers

Brian Rowe, 3rd Class B and 6th overall

Co-Drivers

Jilly Hutson, 1st Class B and 2nd overall

Len Fisher, 2nd Class A and 3rd overall

Far North 2007

The final North Island champs rally was important to a lot of people. I stood a chance of winning the overall co-drivers champs as well as Class A. Sadly it was not to be, since in previous rounds there was little competition, but in Pahia all the "good guys" turned up. Nonetheless a superb rally (my favourite since Taihape died). Struan and I had a bloody good run for our money, and really thought that we could pick up a couple of places in the afternoon (Struan always gets faster as the day goes on) but this was not to be since two stages totalling 50K were cancelled.



The really good news is that Kingsley Jones won the event overall, such a deserved win, as I know how hard he has tried over the least few years on a VERY limited budget. Kingsley was so emotional at the prize giving, and even credited me with some of his success – what rubbish, he and Waverley work so well together they deserve all the credit!

I need to apologise for my behaviour at the prize giving, I was a bit pissed but there is no excuse for giving Jill Greenland grief for getting my name wrong (it wasn't her fault – Struan keeps entering me as Leonard on the entry form so she thought my name was Leon). Then when asked if I had any more to say I realised what I had done to Jill, said "Nothing more" and crept away.

I had plenty to say, and regret my silence, so I shall endeavour to say it now.

Firstly, many thanks to Struan for a great drive, and making the effort to lease the car and go so far, then winning me yet another bucket of goodies.

Secondly, congratulations to Kingsley and Waverley, a great drive and deserved win. And thank you Kingsley for attributing some of your success to me!

Thirdly, congratulations to Brian Rowe and Jilly Hutson for their success in the series.

Here's looking forward to another fun year in 2008 and hoping that my start number doesn't always equal my age!

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A Sunday school teacher was discussing the Ten Commandments with her five and six year olds.

After explaining the commandment to "honour" thy Father and thy Mother, she asked, "Is there a commandment that teaches us how to treat our brothers and sisters?"

Without missing a beat one little boy (the oldest of a family) answered, "Thou shall not kill."

Rally Mutterings 07

August 23rd was the day of my ninth rally sitting beside Dave Wilce in the Charade and it was to be the first time we have hit anything.

This year's Daybreaker was Dave's first rally for the year so we used the morning stages as a warm up. After service/lunch at Manfeild we attacked the long 42km stage 6. Starting one minute behind a starlet we caught and passed him after 10km. I have the ability of picturing parts of stages from the year before. So when we passed through the last junction at 37km I knew we had a tight twisty downhill section to the finish.

Normally I would have warned Dave of a particular tightening right hand corner (2 cars over the edge 2 years ago) but our intercom had failed and we were running on hand signals which really don't work that well. As we headed downhill going well I new that corner must be coming soon. So it was a shock to both of us when the car under steered (?) on that corner into the concrete fence post on my side of the car, the window exploding across me to hit Dave. With the car caught in the wire mesh I was unable to exit through my door so I handed Dave the safety triangle to take up the road to warn the next cars not to go wide and hit us.



As we had been going hard it was over three minutes before the next car arrived and twenty minutes before "Tail End Charlie". This gave Dave time to take some pictures with his throw away camera, expiry 03. The helpers then cut us free from the very strong mesh fence and towed us backwards onto the road. With only panel damage we raced off to the finish arriving 30 minutes later than we should have and twenty late for the next stage start which we were allowed to do. I hope our service crew were as pleased to see us as we were to see them at the next service in Apiti.

With only removal of broken glass required and the donning of the beanie to prevent hypothermia during touring we continued. The last three stages went very well and we completed the event with another FINISH. My record now is: 9 finish's, 0 DNF's.

Five weeks later with the car repaired (new door) we headed to Hawke's Bay for the Hugh Baird Memorial 2WD & Clubmans Rally in the Gwavas forest. A good field of 50 cars headed for stage 1 where we encountered the first of many problems. The stage had to be shortened 500m because the start crew could not stand at their original point due to incredibility high winds. Just ask Dave.

All the stages on this event loop around a central service point at the airstrip. I could navigate blind folded but Dave would be lost. Stage 1 was good for us but 2 cars ended up in the trees at the end of a long straight over crest, corner right. There was a long delay before stage 3 due to cows on the road. Stage 4 cancelled due to the winds at the start.

So after another long delay at the start we lined up for stage 5. Thirty seconds to go steam starts coming out the top of the bonnet. Nothing to do but wait for the count down. 3.2.1 off 100m then stop. Dave jumps out, bonnet up asks me to manually switch the fan on. Jumps back in. Off like a robber's dog. Hard at it to make up the two minutes stopped. Stage time was 1m 30s slower than the reversal of stage 2. Good effort I thought. The final stage which was a repeat of SS3 (saw the cows this time) and Dave was fired up so we went 30 seconds faster than earlier. Another good finish. Happy, happy, joy, joy.

Problems and delays aside this is a terrific event. Good roads and great format. I hope to be back next year. Not sure which seat I will be in though.

Brian Craig



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The children had all been photographed, and the teacher was trying to persuade them each to buy a copy of the group picture.

"Just think how nice it will be to look at it when you are all grown up and say, There's Jennifer, she's a lawyer, or "That's Michael, He's a doctor."

A small voice at the back of the room rang out, "And there's the teacher, she's dead."



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When: Sunday 25th November 2007

Where : Donnelly Park , Levin

Time: Documentation 9.30-10.15am

Format: 2 runs at 6 tests Entry \$20

*Should the venue be too soft to run we may have to Cancel
(Decision on the day)*

Contact: Brian Craig
brian.craig@opus.co.nz

Ph (04) 239 9542 hm
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Road & Track Dual Car Sorint Series 2007
ENTRIES

No.	NAME	CAR	Club	Class	Event 1	Points	Event 2	Points	Event 3	Points	Event 4	points
22	Brad White	Leitch super		A			0.000972		19 01.26.36		20 01.24.03	20
6	Gary Maddock	Honda Civic R	HCCC	A	0.000976	19	0.000964		20		01.24.70	19
8	Graham Heath	Nissan Pulsar GTi	HCCC	A	0.001009		0.001012		18 01.28.99		18 01.26.14	18
82	Brent Sellens	Toyota Corolla GT	HCCC	A	0.001011	15	0.001022		17		01.26.93	17
9	Neil Tapp	Toyota Corolla	HCCC	A	0.001053		0.001042		15 01.26.91		19 01.29.36	14
14	Paul Olson	BMW 318i E30	BMW	A	0.00104		0.001028		16 01.29.49		17 01.28.83	15
138	Jilly Hutson	Suzuki Ignis	HCCC	A	0.001197	7			01.37.97		13 1.27.29	16
59	Mike Hodgetts	Toyota Corolla GT	WCC	A	0.001113		0.001136		11 01.40.27		10 01.39.93	11
16	Garth Hickings	RM classic 7		A			0.001043		14 01.32.96		16 01.30.88	13
861	Zak Murray	Holden Barina GTi	Kapiti	A	0.001104	10	0.001066		13 01.35.53		15	
	Harold Shepherd	Fraser Clubman	MAN	A	0.000996	17						
86	Blair Murray	Holden Barina GTi	Kapiti	A	0.0011	11	0.001076		12 01.40.50		9	
47	Simon Wellum	Ford Laser TX3	HVMC	A	0.001098	12			01.35.75		14	
	Brian Rowe	Suzuki Ignis	HCCC	A					01.38.78		11 01.34.20	12
28	Bruce Dove	Toyota Trueno	HVMC	A	0.000968	20						
38	Brian Craig	Toyota Corolla GT	HCCC	A	0.001124	8			01.38.14		12	
91	Michael Jane	Toyota Levin	HBCC	A	0.000988	18						
313	Webster Gough	Toyota Starlet	HCCC	B	0.000959	20	0.000958		20 01.24.30		20	
320	Nik James	Mazda MX5	HVMC	B	0.000987	19	0.000983		19 01.27.80		19	
23	Stephen Marks	BMW 320i	HCCC	B	0.00101	17	0.001016		18 01.31.31		18 01.28.24	19
007	Gerald Lee	Corvette	HCCC	B	0.001079	16	0.001051		16 01.32.78		17	
25	Terry Bradley	Porsche 944	Kapiti	B			0.001055		15		01.27.06	20
84	Adam James	Toyota Starlet		B			0.00102		17		01.28.79	18
26	Ron Dewsnap	Ford Mustang	HVMC	B	0.000991	18						
11	Neil Roots	Mitz V3000	HCCC	B	0.001102	15						
	Kevin Thickett	Toyota Starlet		B			0.001107		14			
928	Struan Robertson	Porsche 928	Kapiti	B	0.00118	14						
898	Darren Gledhill	Nissan Skyline GTR	HCCC	C	0.000926	20	0.000892		20 01.22.64		20	
330	Kieran Marks	Toyota Celica	HCCC	C	0.001019	15	0.00099		19			
607	Darryl Forbes	Mitsubishi Evo 9	BMW	C	0.000939	19						
1	Alan Groves	Subaru Impreza	KCC	C	0.000944	18						
3	Craig Brady	Subaru WRX	HCCC	C	0.000964	16						
5	Len Fisher	Toyota Celica GT4	HCCC	C		0						

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There's a film about Dale Earnhardt narrated by Paul Newman that you and your mates might be interested in. It's gotten rave reviews from race fans and film buffs alike. And honestly, it's about Dale, can't go wrong there.

It's playing at the DOCNZ international film festival in the following cities:

Wellington: from the 8th Nov until the 21st Nov.

The venues are HOYTS Regent on Manners, The Film Archive & Paramount.

Oh, and it's called "Dale". For times and tickets just go to <http://docnz.org.nz>

After a long night of making love, he notices a photo of another man on her nightstand by the bed. He begins to worry. "Is this your husband?" he nervously asks.

"No, silly," she replies, snuggling up to him.

"Your boyfriend, then?" he continues.

"No, not at all," she says, nibbling away at his ear.

"Is it your dad or your brother?" he inquires, hoping to be reassured.

"No, no, no! You are so hot when you're jealous!" she answers.

"Well, who in hell is he, then?" he demands.

"That's me before the surgery."

Come to the Sunny Shores of the Wellington Waterfront, observe the ferries gracefully passing, and enjoy the quiet beauty of the Miramar Peninsular scenery.

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Yes, the **Shelly Bay Sealed Sprint** is back

2.6km of challenging seal between the rocks and a hard place.

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Saturday 24th November 2007

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www.seabrightmotorsport.co.nz

or by contacting Jody Seabright
email jody@seabrightmotorsport.co.nz
or phone 232 7328 – mobile 021 717676.

This is such a challenge that roll cages are compulsory.

What are you waiting for, Enter Now, or are you too scared?

A Kindergarten teacher was observing her classroom of children while they were drawing. She would occasionally walk around to see each child's work. As she got to one little girl who was working diligently, she asked what the drawing was. The girl replied, "I'm drawing God."
The teacher paused and said, "But no one knows what God looks like."
Without missing a beat, or looking up from her drawing, the girl replied, "They will in a minute."

This months photos:



The Tiki tour



Port Road





Leon, Port Road



Pete Collins, Port Rd



Ace photographer Jody Seabright & apprentice

Levin September Autocross



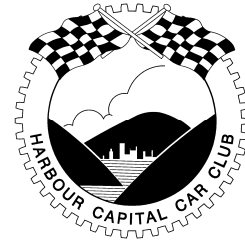
Graham Heath about to take off



Webster

View more photos on: <http://s69.photobucket.com/albums/i66/geoffwnz/Levin%20Sept/>

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