



# WHEELSPIN

May 2008

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

# WHO'S WHO & WHAT'S WHAT

		Home	Work	Email
PRESIDENT	Leon Cast	478 3438		mowogeditor@yahoo.com
CLUB CAPTAIN POINTS KEEPER	Webster Gough	2338 601		websterg@paradise.net.nz
EVENTS CO-ORDINATOR	Gerald Lee	9779994		gerald.lisa@paradise.net.nz
SECRETARY	Brian Craig	239 9542	471 7746	brian.craig@opus.co.nz
TREASURER	Jilly Hutson	475 5599	463 0461	4jilly@clear.net.nz
COMMITTEE	John Tennent	475 9619	477 7965	johntennent@xtra.co.nz
WMSA Rep	Dave Wilce	233 9757	384 3484	davew@wellingtonstar.co.nz
WEB SITE	Aaron Tasker			gurutasker1@yahoo.co.nz
WHEELSPIN	Len Fisher	06 364 5336	0274 390 308	elfish9@gmail.com Or mail to 103, Atkinson Ave, OTAKI
CLUB SCRUTINEERS	Wayne Gair	236 7541		
	Neil Roots	526 7510	027 248 3979	
	Cy Guest	526 6170	801 5540	021 304253

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

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## COVER PHOTO

### **The Vizable Man @ Wairarapa**

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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 7<sup>th</sup> May at the Firemans Arms, Petone**

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Presidential prattlings

Couple of big events over the last month, and one very wet autocross!

The annual HCCC Dual Car Sprint has come and gone. Once again, thanks to the committee for a big effort in making it all happen, along with Ken Douglas who was our Clerk of Course, and the Rescue Crew for marshalling.

We're a couple of hundred in the red this year on the initial numbers, which is a bit of a shame. The cost of hiring the track has jumped again, I think the price for the track hire has been going up around 10% each year I have been involved in the event, which is always a blow when you're trying to make ends meet. At least this year there has been a huge visible change in the facilities, with the huge new timing and officials' facilities.

I was officiating this year, as I find it a bit much to get my head around to do a couple of official duties and drive as well. I've found if I do that, I tend to turn up, and not feel like driving because I have too many other things happening in my brain already!

We had a hilarious (and noisy) crew up in the flash new building this year, and there was a lot of good natured heckling of competitors and each other during the day. With the new building, there's a loo on the same floor, so we didn't have a rerun of Brendon doing the one minute and fourteen second bathroom break, which was a shame. Definitely lots of people up in the timing box because of broken or unsuitable cars this year!

Some startlingly fast bits of machinery were running. Kane Seymour from Kapiti got his Skyline down to a 1:15.35, which is pretty damn quick considering our fastest car last year was running 1:19's. Kane also discovered the gravel catching possibilities of a Skyline when he stuck it into the gravel trap at Toyota (corner previously known as Coke), and transported a medium sized trailer load of large gravel onto the entire short loop track. Whoops. Note to self, bring 15 brooms next year! Newly signed up member Mark Galvin was running his stunningly fast Terra sports racing car. Not many cars can pull down a 1:16 at their shakedown event. We put him out by himself for six laps to give him a chance to actually warm the tyres up, and see if he had the engine cooling issues under control. This resulted in an unofficial time in the 1:12's! Not bad for a 1300cc car eh... Another new HCCC lad, Coryn Hughes was out in his automatic Supra, and got his time down to 1:17.61. That was the fastest road legal car, and

certainly isn't hanging around for what appears to be a fully trimmed road car, without a clutch pedal.

The battle of the small cars was exciting, with Adrian running his Integra at 1:22, Nick T right behind him on a 1:23, and Brad White from Kapiti car club only a couple of hundredths behind him. Nick and Brad lined up together almost from track opening to track closing, and were having the absolute battle royal every time. Great to watch, as they obviously trust each other's driving, considering how close it was getting.

Webster was having a difficult day in the Startled Turbo Zebra. Two dnf's in a row, as things fell off, and then a mysterious lack of speed considering the power that car is putting down on dyno runs. So Webster will certainly be doing some detective work to find out what is stopping the large numbers of horsepower from turning into a small number on a stopwatch.

Pete Collins got the wee red autocross and everything else machine down to the 26's, with his new suspension working well, and of course the engine going better now that the valves aren't kissing the pistons. Funny how a little thing like that will improve matters.

Luke Tosswill and Jarred Luty had a Sti versus Supra battle, with both of them out on the track for the first time. Despite my money being on the Supra (because Subaru's blow up), Luke brought in the Sti ahead with a time in the 1:32's, while the non turbo Supra needed a few more ponies, and was running in the 1:34's. But I'm sure that Luke and Jarred will continue to wind each other up at the next club night, as they did at the club night before the sprints!

The day wasn't all sunshine and lollipops though, as Darren had to retire the Skyline during the practice run when it dropped down a cylinder. A shame to see last years fastest car not even getting a run this year. Graham Heath is shopping for a new engine after ventilating the block in spectacular fashion on the intermediate straight. Apparently he was surfing trademe on his phone for a new motor within minutes of returning to the pits.

With some hold ups before lunch removing gravel, we ran later in the day than usual, with people running until a couple of minutes before track closure. Jeremy Aimers got the marathon man award, completing practice and nine official runs during the day. Funnily enough, he got his fastest lap of the day on his last lap of the day! Never let it be said that we don't offer you a good run for your money at our events.

Now we can't forget the end of the month Autocross up at Levin. There had been a certain amount of dampness in the air leading up to the event, so it was a tiny bit wet in the paddock. However, I was determined that the event was going to run, rain or shine, and there was a really hard base down under the top layer of wet stuff. So the venue held up incredibly well. There was actually a really good turnout considering the fact it was raining (quite hard) basically all the way to Otaki that morning. I got a lot of texts and phone calls checking to see if the event was still on.

I ran a simple course, with essentially no slow corners on it, because I figured we'd dig serious holes in the ground. We ended up smoothing off half the paddock, as everyone went looking for bits of grass to get traction.

It was my first outing in the Subaru, so I made some lovely blunders, including a spin while checking the course, and spinning the car left as I grabbed second gear just before a right hand corner. I'm actually still not sure how that happened, but it was quite

entertaining. I turned the car from white into a green and brown car with chunky bits, however it was worth every hour of grooming that I had to do afterwards.

Neil Roots borrowed Pete C's Corolla, and rather inevitably brought it home in a very convincing first place. Pete came home in second, with Webster in hot pursuit. A very pleased Warwick Rogers was fifth in a very standard 1000cc Starlet in his first event, four hundredths of a second behind Graham Heath in the Pulsar.

I lead the four wheel drives home, but back in seventh overall, having had a day of great comedy, if not great results.

It was a good day, as we had I think five or six people out competing for the first time at the event. A surprising number of cones were hit, considering there were only about ten cones in the entire course.

My last event in the last month was officiating at the Rally Wairarapa, doing the same role as the last couple of years, which is to be an emergency gap filling marshal, when people don't turn up. We had a few issues this year, with a lack of marshals organized prior to the event, with friends and family getting phone calls on Friday to get them over to the event on Saturday and Sunday. Hopefully that's a one off occurrence, because it is a worry when you just don't have enough people to do the jobs required.

We headed up on Friday night, and attempted to get some sleep before a 6am or so breakfast the next morning. Unfortunately that didn't work out so well, as one of the room mates turned out to be quite the snorer! It was a little bit like trying to sleep beside an airport, with the occasional sound of a plane taking off. We're still not quite sure how his girlfriend thinks that he doesn't snore ...

So, on to Saturday after a sleepless night, which isn't the best way to start the day! This year I was running the Subaru, and on road tyres. Good for touring between stages, but you can imagine how much an Sti walks around all over the road when you're on road tyres in gravel!

Absolutely fantastic roads; and a great event. Even on road tyres, and at a slow and cautious pace, you still get to see areas of the Wairarapa that the average person wouldn't even know existed. Pongaroa once again turned on great food, so we had a breakfast "sandwich with everything" after doing the first few stages.

We drove the whole of Saturday's stages, and then took up position as a block marshal to earn our keep. Sunday we drove through most of the stages, and then stopped in on a corner where the radio point marshal had suffered medical drama's.

Sunday morning had some really exciting pea soup fog moments in the morning, but at least we'd gotten some sleep, as we headed back to Wellington on Saturday night. Incidentally, 6am on a Sunday is a great time to do the Rimutaka's. That was the only time in living memory that I've had a 100% clear run over the hill, and literally did not see another car in front of us the whole time.

In the stage we replaced the radio point, we were on a decent corner for a view, and Geoff loaned me his camera to use, so I snapped off a couple of hundred photo's.

After that, we popped back to Eketahuna and caught up with Dave and Brian in the Charade, and Brian and Jilly in the Ignis. Both were going strong, although unfortunately the Ignis was effectively out of the running having spent a lot of time stuck in a ditch until being rescued. Dave was grinning like a lunatic, having just driven all the

rubber off his front tyres. He seemed a happy man considering he'd just decimated \$400 or so worth of rubber.

Being an official of the event, that goes through way before the rally, I had absolutely no idea what the results looked like until some time afterwards, but I gather that Andrew Hawkeswood actually won in one of the Rally Extreme cars, which isn't the usual situation.

We've got some events coming up soon, so please get out there and support them! Mitsubishi Motorsport is running their first Kim Naylor round up at Slipway sealed venue in Brooklyn, on May 11<sup>th</sup>. I'd love to see a lot of you up there for that event, as its heaps of fun, and very handily local. It might be a \$30 entry rather than \$20, but hey, you're probably saving \$40 worth of petrol by not driving to Levin!!!!

Manawatu is running their round of the Road and Track series, with a bargain entry price of only \$60. So that will probably be the cheapest track time that you will ever experience.

As usual, there's a heap of stuff happening, so get out there and have some fun!

Leon

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Little Billy asks his dad for a telly in his room. Dad reluctantly agrees.

Next day Billy comes downstairs and asks, 'Dad, what's love juice?'

Dad looks horrified and tells Billy all about sex.

Billy just sat there with his mouth open in amazement.

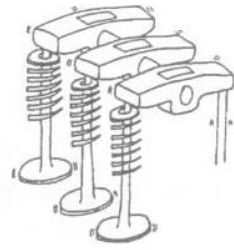
Dad says, 'So what were you watchin'?'

Billy says, ' Wimbledon .'

# 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!



## 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)

### Rallying on Notes - Wairarapa 2008

Rally Wairarapa 2008 was to follow the usual two day format again so Dave and I entered to do it for the fifth time together. This year I decided after our trial of safety notes at Barton's Line Rallysprint that we would give the notes a go on our home rally. Most people told us it takes two rallies to get onto the notes so what better event to start on.



After looking at a copy of last year's notes and how Jilly had highlighted the tight graded 1's & 2's, the dgw (don't go wide) and dc (don't cut) I knew I was going to have a busy time before the rally even begun. So following documentation and while waiting for scrutineering I started my new job of marking this year's notes.



So after a long tour of 90km the next morning we arrived in Pongaroa for the start. All we needed to do was change tyres and we were ready for action.

Stage 1 (21km) began tight before a 2L at junction onto a narrow bridge then opened to the end. The tight stuff caught out Sam Murray WRX and Doug Bredan Escort (HVMC) both rolling and a Fiesta off backwards at a corner. Euan Fuge RX3 hit and broke his steering before sliding off into a drain. Dave and I took this stage to settle into the notes. My delivery was a little stop go but it was good we could get back onto the notes when losing them. Dave started a little quicker than Brian and Jilly in the Suzuki Ignis as we caught their dust towards the end of the stage but we also had Bondy right behind us in the V8 Hunter.

Stage 2 (10km) was mostly downhill with a couple of hairpins in the middle. Just before them we came across Debra Kibble's battered EX Lancer on its roof on the left side of the road leaving just enough room to squeeze past.

Stage 3 (20km) was a favourite of ours but not for me this year. 5km in my body temperature went up and I was forced to stop reading and leave Dave on his own to complete the stage which he did well. Not a nice feeling but thankfully after a break and a bite to eat at service I came right. Also at service Webster told us Nathan EVO7 was leading the NZRC field.

Stage 4 (35km) was the longest of the event and a little daunting with 19 pages of notes. We had decided I needed to speed up my delivery in the tight stuff but over did it at the start. By mid stage things were starting to click and we both felt good. So we were a little surprised to find Brian/Jilly had beaten us by 20 seconds but that was the only time all weekend. I was glad there was a longish touring to the next stage so my throat could recover from talking for just over thirty minutes. Jilly had also suggested to me to get a Camelback (fluid bladder) so I could keep hydrated. Unfortunately for Nathan his car had overheating which cost him 30min in stage time.

Stage 5 (21km) was a repeat of stage 1 so I was hoping I would get thru the notes better than the first time. However finished reading the notes a little ahead of the finish line but otherwise OK. We improved stage time by 25 seconds.

Following our second service we headed west towards stage 6 Pori (15km). A tight stage with big drops on the right then finished with big drops on the left. Not usually one I like but it seemed better on the notes as I didn't notice the drops as much.

So we toured through Alfredton, Dryer's Rock Rd to the start of stage 7 Nth Rd (14km). This stage is a very quick flowing road with only one 2L at junction. Being on the notes helps heaps on the fast blind corners.

So we ended day one in 48<sup>th</sup> place (up from 68) and 2<sup>nd</sup> in class B for North island series. Other HCCC members to finish were Rex Visible/Len Fisher 30<sup>th</sup> and Brian/Jilly 50<sup>th</sup>.

Day two dawned fine and clear. The start for the 8 stages (120km) was from the Solway in Masterton. The first group of stages were Daggs Rd (15km) Barton's Line (23km) and Mangaone Central Rd (16km). Dave and I love these stages and we felt the notes were working well this morning.

When we arrived at the popular spectator corner at Bartons Line we found Roger Brader RX3 in the drain. He had tried a finish flick and just got the back wheel into the soft stuff and over he went doing a barrel roll landing on the fence. After putting the car back on it's wheels Roger was keen to go until he found he had no brakes. Game over.

Webster had decided to have a look at the cars before service in Eketahuna and saw the action first hand.

I had another bad moment on the third stage of the day when I overheated through the middle but got back on the notes for the fast end section. Bad news for Nathan, he had to withdraw with something breaking on the car.

Once again a break from the car and some food set me up for the afternoon. First up was the short 8km Cliff/Quarry Rd with some tricky corners to catch you out. Dave drove well and we got through the mid stage junction better than last time. However Brian over did it and had a spin putting the front wheels over the edge requiring a tow back by 'tail end charlie' loosing 5minutes.

Stage 12 (14km) west of SH2 was next and I really liked the notes on this one. Stage 13 was a repeat of 10 but this time I delivered the notes the whole stage. Dave had been saying the car was understeering on these two and when we got to service we found out why. The front tyres were almost bald. So we arrived at service needing some help from Webster to do a full tyre change.

With fresh tyres on we headed off for the last two stages. Stage 14 (15km) was fast and open with crests before twisting up and over a hill to a flowing finish. After one of the crests we could see a black dot in the middle of the road in the distance. Was it a CAR, was it a COW, no it was a DOG. Get out of the bl\_\_\_dy way we shouted as we approached at warp speed. Slowly he/she did so as if out on a Sunday walk. The rest of the stage was good and with the notes working we both had a smile from ear to ear at the end.

So onto the last stage which was a repeat of 7. Fast and flowing, with that 2L at junction. I had added to the notes a DGW at junction but was Dave listening. Not very well it seemed as we almost ended up in the outside drain. With my heart beat back to normal we crossed the finish line to complete two great days of rallying in great conditions.

We toured back to the finish ramp at the Solway. Overall placing of 31<sup>st</sup> & 2<sup>nd</sup> in class B. Brian/Jilly 34<sup>th</sup> and 3<sup>rd</sup> in class B, Rex/Len, 2<sup>nd</sup> Class E day 1 only

Thanks to Webster for servicing. Also thanks to David for having me along for the ride.

I think the experience of using the safety notes was a positive one and I would like to use them on another event. Perhaps we could look at doing a rally new to us like Rally of Waitomo? We will see.

Brian Craig





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Media Brief

Wednesday, April 09, 2008

## Hybrid and alternative fuel vehicles are gearing up to take on Rally Championship in 2008.

Hybrid Electric vehicles constructed by teams of students at local New Zealand Universities and Polytech's plan to compete in the New Zealand Rally Championship as part of the Tertiary Hybrid Open Rally Challenge (TORC). These hybrid rally vehicles will be based on series production 2 wheel drive vehicles fitted with prototype hybrid power trains consisting of an efficient internal combustion engine and electric drive unit. The student built hybrids will also compete alongside conventional petrol vehicles for standing in both the 2WD National Championship and TORC.

### Series Overview

TORC was established in 2004 with the aim of raising public awareness and acceptance of sustainable transportation technology. Teams of students are challenged to design, develop, service, and drive prototype hybrid rally vehicles to compete in the seven rounds of the NZRC.

Vehicles are based on 2 wheel drive series production cars. Engine displacement is limited to 2.0L and 3.0L for petrol and turbo diesels respectively.

Fuel consumption will be measured during the competitive Special Stages of each of the seven rounds of the NZRC. A +5 minute penalty for each equivalent litre of petrol consumed during these Special Stages will be added to the overall stage time.

Fuel consumption of a conventional petrol rally car will also be measured and corrected times will be published along with those of the hybrid rally vehicles.

The principals of TORC are in line with current Government policy on sustainable transportation and resource management.

There are currently two teams of tertiary students working on vehicles for TORC. The Volkswagen-Unitec bio-diesel hybrid is expected to make its debut midway through the 2008 rally season, with a second vehicle out of AUT University rolling out for the start of the 2009 rally season.

### **Team: Volkswagen-Unitec**

Unitec with the support of Volkswagen New Zealand have undertaken the development of a bio-diesel hybrid Volkswagen Polo TDI.

This vehicle is a front wheel drive 1.4L 3-cylinder Volkswagen turbo diesel producing 59 kW and 195 Nm @ 2200 RPM linked with a pair of 3-Phase AC Permanent Magnet Synchronous Motor/Generator through a Planetary CVT. The largest of which rated at 33kW and 350 Nm @ 0-400 RPM.

The traction battery is a 273 Volt Panasonic sealed NiMH (Nickel Metal Hydride) weighing 52 kg. It is recharged through regenerative braking and the petrol engine, so it NEVER needs to be plugged in for charging.

Estimated vehicle weight with hybrid drive unit and batteries is 1,200kg.

The total estimated build cost is NZD\$70,000

Expected date of completion is mid 2008.

Volkswagen-Unitec is currently looking for additional financial contributors and sponsors.

### **Teams: AUT Hybrid Rally Development**

AUT University was the first confirmed entry into TORC in 2004.

AUT Hybrid Rally Development (HRD) is a student run organisation established by AUT Engineering students to manage the development of their TORC entry.

AUT HRD has plans to develop a Parallel hybrid using a petrol internal combustion engine and a 30 kW DC electric motor.

AUT HRD has the support of AUT University and the AUT Tech Park a new technology business incubator attached to the University.

Total cost of development is an estimated NZD\$160,000, and they plan to have a rolling vehicle in time for the commencement of the 2009 rally season.

They are currently looking for a suitable platform to base their vehicle on, and financial contributors.

#### **Contacts:**

<b>Kevin Dwyer</b> <b>Competition CEO</b> TORC Inc. 021.040.2166 <a href="mailto:Kevin@torc.org.nz">Kevin@torc.org.nz</a>	<b>Rex Harrison</b> <b>Unitec School of Applied</b> <b>Technologies</b> 021.705.561 <a href="mailto:rharrison@unitec.ac.nz">rharrison@unitec.ac.nz</a>	<b>David Edwards</b> <b>AUT HRD</b> 021.154.9256 <a href="mailto:david@authrd.com">david@authrd.com</a>
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## Wellington Motorsport Association Calendar 2007/8

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)

May	4		Gravel Sprint	Wairarapa	Tea Creek	GS
	10		Circuit Sprint Rally –Otago NZRC2	Manawatu Mspt	Manfeild Dunedin	RT Nat
	11		Rally –Otago NZRC2 Autocross	Mitsubishi	Dunedin SlipwayBrooklyn	Nat KN
	14		Night Trial			
	17		Rally–Taranaki NIRS		New Plymouth	Nat
	19		WMSA Meeting			
	23		Motorsport AGCM		Wellington	
	24		Motorsport AGCM		Wellington	
	25		Autocross	Harb Capital	Donnelly Park	
	31		Rally (Hugh Baird Memorial) Rally – Autosport	Hawkes Bay	Hawkes Bay Christchurch	Club Nat
Jun	1		Sprint (Dual Car) Rally – Targa Rotorua/Tauranga	Intermarque	Manfeild (Triumph/Rotor)	IM
Queen's Birthday	2		Sprint (Single Car)	Hutt Valley	Taupo	
	7		Rally – Whangarei NZRC/NIRS		Whangarei	APR C
	8		Rally – Whangarei NZRC/NIRS Dual/Multi Car Sprint	Hutt Valley	Whangarei Manfeild	APR C RT
	11		Night Trial			
	22		Autocross	Kapiti	Otaihanga	KN
	28		Rally–Hamilton NIRS		Hamilton	Nat
	29		Rally–Hamilton NIRS Auto-x/Motorkhana	Levin	Hamilton Donnelly Park	Nat
Jul	5		Rally–South Cantrbry		Timaru	Nat
	6		Gravel Sprint Race (Winter Series)	Levin Manawatu	Gladstone Rd, Levin Manfeild	GS
	9		Night Trial			
	20		Gravel Sprint Sprint (Dual Car)	Wairarapa Intermarque	Puketiro Road Manfeild (Capri)	GS IM
	26		Rally – Hawkes Bay NZRC/NIRS		Hawkes Bay	Nat
	27		Motorkhana	Harb Capital	Donnelly Park	ST
Aug	2		Rally–Eastern S/land		Catlins	Nat
	10		Gravel Sprint Race (Winter Series)	Kapiti Manawatu	Cooks Heights Manfeild	GS
	13		Night Trial			
	17		Circuit Sprint (Dual Car)	Intermarque	Manfeild (Alfa)	IM
	31		Auto-x/Motorkhana	Levin	Donnelly Park	
	30- 2/09		Rally NZ		Hamilton	Int

Sep	7		Gravel Sprint	Kapiti	Valley View	GS
	10		Night Trial			
	13		Rally (Taupo Cassic)	Taupo	Taupo	
	14		Winter Series (Winter Series)	Manawatu	Manfeild	
	20		Rally – Nelson NZRC		Nelson	Nat
	21		Rally – Nelson NZRC		Nelson	Nat
	27		Rally–NSCC NIRS		Paihia	Nat
	28		Autocross Rallysprint	Harb Capital Kapiti	Donnelly Park	KN RS
Oct	4					
	5		Sprint (Dual Car)	Intermarque	Manfeild (MG)	IM
	11		Rally – Day Breaker NIRS/Xtreme	Manawatu	Manawatu	Nat
	12		Circuit Sprint		Manfeild (?)	RT
	19		Autocross	Kapiti	Otaihanga	KN
	16-23		Rally (Silver Fern)	Marathon Rally Club		
	26		?? Sealed Sprint Auto-x/Motorkhana	Wairarapa Hutt Valley Levin	?? Port Road Donnelly Park	DM
	26-1/10		Rally - Targa		North Island	
Nov	2		Gravel Sprint	Levin	Waiorongomai Road, Otaki	GS
	8		Rally – Westland		Westport	
	9		Sealed Sprint	Wairarapa	Admiral Road	DM
	15		Race (Classic)	MG	Manfeild	Nat
	16		Race (Classic)	MG	Manfeild	Nat
	30		Autocross	Harb Capital	Donnelly Park	
Dec	7		Gravel Sprint Sprint (Dual Car)	Wairarapa Intermarque	Dorsets Road Manfeild (Fiat/IMCC)	GS IM
	21		Circuit Sprint	Manawatu Mspt	Manfeild	RT
	25		Reindeer Races		Reindeers are all young and fresh – new breed for this season	

	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

A boy asks his granny, 'Have you seen my pills, they were labelled 'LSD' ?'

Granny replies, 'F@\*# the pills, have you seen the dragons in the kitchen?!'

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### Levin Autocross 30 March 2008

Name	Car	Club	Class	Run 1	Run 2	Run 3	Run 4	Fastest	Class Placing	Overall Placing
Leon Cast	WRX	HCCC	4WD	01:49.67	1:55.42*	2:23.66**	2:40.16*	<b>01:49.67</b>	1	7
Nick Kacouris	Omega	HVMC	4WD	1:48.00*	02:03.14	2:17.86**	02:08.10	<b>01:53.00</b>	2	9
Al Groves	WRX	Kapiti	4WD	01:54.82	1:59.57*	02:12.82	2:26.20*	<b>01:54.82</b>	3	10
Geoff Warren	Legacy	HVMC	4WD	01:55.32	02:00.70	2:02.00**	2:13.00*	<b>01:55.32</b>	4	11
Chelles Roberts	Legacy	HVMC	4WD	02:10.26	2:57.10*	2:51.54*	02:23.80	<b>02:10.26</b>	5	16
Stuart Coulson	323	HCCC	ENOD	02:13.54	03:10.82	03:21.80	04:41.29	<b>02:13.54</b>	1	17
Neil Roots	Corolla	HCCC	EOD	01:33.23	01:38.05	01:39.64	01:38.36	<b>01:33.23</b>	1	1
Peter Collins	Corolla	HCCC	EOD	01:35.63	1:47.35***	01:53.23	01:35.14	<b>01:35.14</b>	2	2
Webster Gough	Starlet	HCCC	EOD	1:35.03*	01:51.67	1:54.23*	01:37.07	<b>01:37.07</b>	3	3
Graham Heath	Pulsar	HCCC	EOD	01:39.82	01:43.64	01:43.50	DNS	<b>01:39.82</b>	4	4
Warwick Rogers	Starlet	HCCC	EOD	01:39.86	01:42.51	2:05.94**	2:02.00***	<b>01:39.86</b>	5	5
Michael Schnell	323	MMC	EOD	01:43.16	01:53.61	01:56.67	2:30.20*	<b>01:43.16</b>	6	6
Hayden Yates	323	New	EOD	01:53.60	01:51.67	02:00.54	02:24.36	<b>01:51.67</b>	7	8
Andrew Cotter	FXGT	Taranaki	EOD	02:01.16	02:11.00	02:19.51	02:42.51	<b>02:01.16</b>	8	12
Jilly Hutson	Starlet	HCCC	EOD	02:02.57	02:07.51	02:31.23	DNS	<b>02:02.57</b>	9	13
Adam Turner	Corolla	New	EOD	02:10.35	02:09.79	02:07.03	02:19.17	<b>02:09.79</b>	10	14
Ngairi Woodford	FXGT	New	EOD	02:09.82	02:15.36	02:48.80	02:44.23	<b>02:09.82</b>	11	15

Clerk of Course: Leon Cast  
Scrutineering: Geoff Warren, Chelles Roberts  
Safety Officer: Kevin Dwyer  
Timing: Chelles, Leon

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

This months photos:



Wot's that?



Perhaps Webster can tell me!







Dave, stressed out!



Rex on fire!



Wot you all watching me for!



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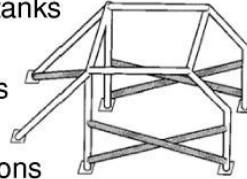
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## HCCC Cups and Trophies

Here is a run down of the Club's cups and trophies & how you go about getting them.

So here goes... They are awarded for having the most points gained in each category, not necessarily being the best or fastest.

Graeme Penhey received the Over-all Cup in his second year with the Club, by being everywhere and amassing points. In his seventh year with the Club, he still hadn't won an event outright, yet he had won a lot of club cups in this time.

There are a few basic requirements however:

### Qualifying

Firstly, to qualify, you must enter an event as a Harbour Capital Car Club member.

This is important as we accept the results of other clubs' events for our point's table. This is rare, I don't know of another club that does this, as most clubs only use their own meetings to decide who wins things.

Secondly you need 12 qualifying points (also called organizing points) to be eligible for most of our Cups and Trophies.

This requirement is intended to maintain a level of involvement in the Club beyond just paying for a membership and racing. You qualify by helping at events or doing things for the club, like serving on the committee, or writing newsletter articles.

Qualifying points are not counted in your points total for most cups, but without at least 12 qualifying points, you don't get to have a points total that counts!

Qualifying points can be gained in many ways:

Organise an event outright and you'll receive 12 points, enough in one go to be eligible for the trophies.

You can of course build them up a little slower, by being a major official at a meeting, for example; 'clerk of course', 'event secretary', 'safety officer' etc. These are good for 8 points, as the amount of involvement isn't quite as high as organising an event, but still requires a certain level of commitment before, during and/or after the event. Then there are jobs like holding stopwatches, waving flags, crowd control, doing/sending results etc, all worth 4 points.

Helping isn't quite like competing though. We don't give points for helping at other clubs' events, unless that club has made a formal request. (In writing, normally printed in 'Wheelspin', or at least highly publicized within the club so that everyone has a chance.)

Writing an article for 'Wheelspin' will also get you 4 points per article.

### **Competing**

Next you get out there and compete. Once you have finished and been given/sent results to the meeting you need to ensure that the Club Captain is aware of your efforts. If they were printed in 'Wheelspin', then He/She has probably already given you points for it, but it doesn't hurt to check, this can now be done on the club website or with a phone call. If it was an out of town meeting, something like a hill climb in Wanganui or race meeting at Taupo then definitely contact the club captain/ points keeper as they will need to see the results. If you were a helper at a meeting you will probably not feature in the results. If you have helped out at an event you should contact the Club Captain and make sure that you have been given your points.

The number of points gained depends on how well you did while competing. 1<sup>st</sup> place=12 points, 2<sup>nd</sup> place=10, 3<sup>rd</sup> place=9, 4<sup>th</sup> place=8, 5<sup>th</sup> place=7 and so on down to 9<sup>th</sup> place for 3 points. Every competitor 10<sup>th</sup> or more receives 2 points. In some events the points will be given based on the results in class, (most speed events), while others are for overall results.

### **THE TROPHIES**

***The "All-Rounder's" Trophy.*** - *In Honour of Graeme Penhey.*

*Currently held by **Leon Cast** - 2007*

This cup is awarded to the competitor who gains the most points combined from all involvement with the club (including qualification/organiser points). This rewards the club member who contributes most to all aspects of the club.

Presented to the club by Mike Penhey/ Penhey family.

***The "Over-all" Cup.***

*Currently held by **Webster Gough** - 2007*

This cup is awarded to the competitor who gains the most points combined from all the different sections of competing. As this cup is a driver's cup, qualifying points are required to be eligible for it, but do not count towards the total number of points gained.

***The "Speed-" Trophy.***

*Currently held by **Webster Gough** - 2007*

Speed means just that, points gain in speed events. Races, Rallies, Hill-climbs, sprints and autocrosses are the mainstay of the speed cup.

***The "Motorkhana" Trophy.***

*Currently held by **Webster Gough** - 2007*

No prizes for guessing what this ones about, however it's usually one of the most hard fought' cups to win, so if your name's on the side you can feel very smug indeed.

***The "Trials" Cup.***

*Currently held by **Brian Craig - 2007***

Teams of two or more in one car leave a set location at specific time intervals and follow a route laid out by the organiser. The object is to cover the route without getting lost and in the correct amount of time. Total distance covered multiplied by the organiser's set speed (usually very low, 30 - 40 km/h) = the correct time it should take. Emphasis is on navigation not speed.

***The "Organiser's" Trophy.***

*Currently held by **Leon Cast - 2007***

So many people help make our events run, and this cup is for them. This cup is awarded by gaining qualification/organiser points though the year.

***The "Rally Drivers" Cup.***

*- Currently held by **Nathan Thomas - 2007***

Speaks for itself. Any rally, anywhere in the country/world as long as you enter as a HCCC member.

Points also count towards the 'Speed' trophy.

***The "Rally Co-Drivers" Trophy.***

*- Currently held by **Jilly Hutson - 2007***

Any rally, anywhere in the country/world as long as you enter as a HCCC member.

Presented to the club by Len Fisher (the Flying Fish)

***The "Ladies Cup'***

*Currently held by **Jilly Hutson - 2007***

For the female club member with the most points overall, this includes qualifying/organising points, what more can I say.

***The "Student"-Cup.***

*Currently held by **Kieran Marks - 2007***

This cup is awarded to members who are full time students only; sorry night classes don't count. It is also one of the few cups which you don't require qualifying points for, however if you have qualifying/organising points they are counted in the total points gained towards this cup.

In the past this cup has been won by juniors based entirely on qualifying/organising points, and by Uni students on competing points.

***The "Novice" Cup.***

*Currently held by **Brent Sellens - 2007***

Novice is perhaps a misleading word when used in relation to this cup. All new members to HCCC are eligible for this cup in their first full year of membership. So if you joined half way through the year, you are still eligible for it next year, your first full year. However you can only win it once, so if you manage to win it in that half year you can't in the following year. This is the other cup that qualifying/organising points are not required for, but again if you have them they count towards your total.

***The ""Presidents" Cup.***

*Currently held by **Jilly Hutson - 2007***

Awarded by the President, to a club member who the President feels has made an outstanding contribution to the club during the year.

Again I must remind you to PROVIDE RESULTS and EVIDENCE if you want to score points for competing or helping.

It's too late to moan at prize giving that someone else is getting your cup, when the time to call is now.

Send results to either Webster Gough (Club captain) or Len Fisher (Newsletter editor).

# Road and Track

*Presents*

*2008*

*Dual Car Sprint Series*

***\$1000 in prizes***

***Plus trophies to all class winners***

***Made up of 5 events, held at Manfeild Park with 1 event  
planned for Taupo***

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

Manawatu Motorsport 10th May 2008

Hutt Valley Motorsport Club 8<sup>th</sup> June 2008

Taupo Car Club in Oct or 12th October at Manfeild

Manawatu Motorsport 21<sup>st</sup> December 2008

***Registration is compulsory 24hr prior to second event  
Regs and registration forms are available on  
[www.seabrightmotorsport.co.nz](http://www.seabrightmotorsport.co.nz) or you can e-mail Gerald at  
[gerald.lisa@paradise.net.nz](mailto:gerald.lisa@paradise.net.nz)***

***All Entries to be sent to Gerald at  
Series Promoter  
18 Mountbatten Grove  
Upper Hutt***

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

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Sticky Signs	Upper Hutt	ph 04 977 9994
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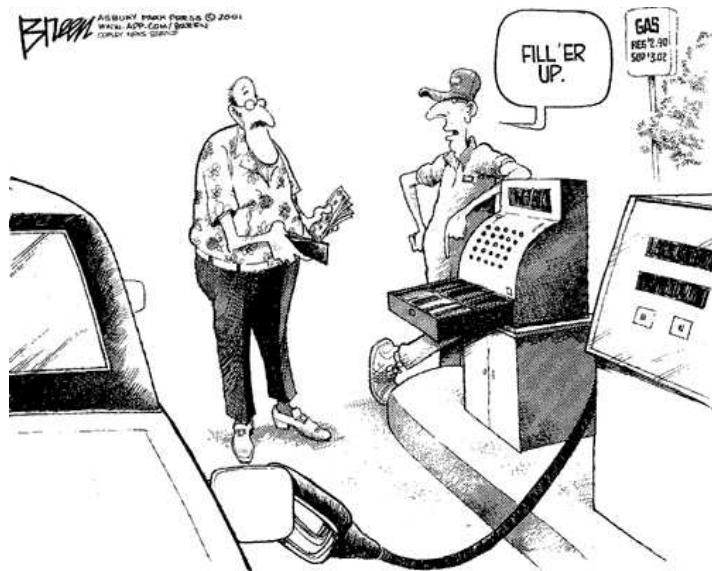
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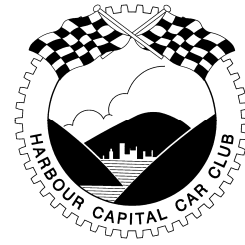
One day a father gets out of work and on his way home he suddenly remembers that it's his daughter's birthday. He pulls over to a Toy Shop and asks the sales person, "How much for one of those Barbie's in the display window?"

The salesperson answers, "Which one do you mean, Sir? We have: Work Out Barbie for \$19.95, Shopping Barbie for \$19.95, Beach Barbie for \$19.95, Disco Barbie for \$19.95, Ballerina Barbie for \$19.95, Astronaut Barbie for \$19.95, Skater Barbie for \$19.95, and Divorced Barbie for \$265.95".

The amazed father asks: "It's what?! Why is the Divorced Barbie \$265.95 and the others only \$19.95?"

The annoyed salesperson rolls her eyes, sighs, and answers: "Sir, Divorced Barbie comes with: Ken's Car, Ken's House, Ken's Boat, Ken's Furniture, Ken's Computer, one of Ken's Friends, and a key chain made with Ken's testicles."

**SEND THIS TO:** Harbour Capital Car Club (Inc)  
P.O. Box 4102  
Wellington  
New Zealand



<b>First Name/s</b>		<b>Surname</b>	
<b>Other family Members name</b>			
<b>Address: Residential</b>			
<b>Postal address (if different)</b>			
<b>Home Phone</b>		<b>Business Phone</b>	
<b>Mobile</b>			
<b>Email</b>			
<b>Occupation</b>			

**Make & Model or car / s**

--

**How did you find out about us**

--

**My interests are in – (Mark relevant areas)**

	Not much	Some	Lots
Speed Events			
Rallies			
Motorkhanas			
Car Trials			
Social Events etc			

**I am prepared to help on: - (You may be contacted if help is required)**

Trials	Motorkhanas	Speed	Rallies
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